

**UBER AGREES HUGE SETTLEMENT
WITH AUSSIE TAXI DRIVERS**

NEWS Page 3

CHAIRMAN'S REPORT

LTCFC Pages 14 & 15

THE GREAT WHITEHALL MYSTERY

ROB LORDAN Page 18

TAXI

26th March 2024 #561



TFL APPROVES FARE INCREASE

**8.92% INCREASE FROM APRIL TO HELP
CABBIES AMID RISING COSTS**

Gett.



0% commission for your first 4 weeks!*

- ✓ Daily payments**
- ✓ 24/7 driver support
- ✓ Drivers' Office in London Zone 1
- ✓ Lots of corporate work opportunities
- ✓ Easy to use app designed for drivers
- ✓ Wide range of perks, from Onsi discounts to free charging for electric vehicles



Scan this QR code to join 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.

Inside... 26.03.24

- 3 | News
- 5 | Steve McNamara
- 6 | Paul Brennan
- 10 | Sam Houston
- 12 | Emma Lunn
- 14 | LTCFC Update
- 16 | Steve Kenton
- 17 | Letters & Lottery Winner
- 18 | Rob Lordan
- 20 | Entertainment Corner
- 22 | Cab You Drive
- 24 | **EXCLUSIVE:** Taxi Charity
- 27 | Puzzler
- 30 | Cartoon
Puzzler answers

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

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

Commissioning Editor
Mike Williams
E: mike.williams@cplone.co.uk

Produced By
CPL One
Alban Row, 27-31 Verulam Road,
St Albans, Hertfordshire AL3 4DG
T: 01727 893 894
E: info@cplone.co.uk
www.cplone.co.uk

Advertising Sales Executive
James Martin T: 01727 739 185
E: james.martin@cplone.co.uk

Creative Director
Peter Davies

Designer
Sean McNamara

Printed by
Manson Group, St Albans

Published on behalf of the LTDA by



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 lineage 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.

EAST CROYDON STATION RANK CLOSURE

From Friday 29th March (Good Friday) for four weeks, the current station rank at East Croydon Station will be closed whilst tram works are carried out. The rank that will be in use instead will be the rank in Lansdowne Road, which has been extended to 20 spaces, with the temporary suspension of the double yellow lines. This will be Taxi ONLY and 24/7. The station will also have marshals to guide passengers to this location and for disabled assistance.

UBER AGREES LANDMARK £140M SETTLEMENT WITH AUSTRALIAN TAXI DRIVERS

Uber has agreed to pay a whopping £140 million to settle a lawsuit in Australia, according to a law firm for taxi operators and drivers. The firm, Maurice Blackburn Lawyers, filed a class action on behalf of over 8,000 taxi and hire car owners and drivers, seeking compensation for lost earnings and falling licence values when the ride-hailing app “aggressively” moved into the country, engaged in illegal operations and benefited from unfair competition. The case had been due to be heard in Court the next day but was vacated once the huge settlement was agreed.

According to the lawyers leading the case, it was the fifth-largest class action settlement in Australian history and one of the most successful class actions against Uber. The principal lawyer in the case, Michael Donnelly, said “...On the courtroom steps and after years of refusing to do the right thing by those we say they harmed, Uber has blinked, and thousands of everyday Australians joined together to stare down a global giant”.

The landmark settlement between Uber and taxi operators and drivers in Australia could pave the way for similar victories in other countries and may be a positive sign for those drivers signed up to the Black Cabs Vs Uber Litigation (Bulit21).



CRACKDOWN ON ANTI-DRIVER ROAD SCHEMES TO PUT LOCAL CONSENT FIRST

The Department for Transport has published draft statutory guidance for councils on Low Traffic Neighbourhoods (LTNs), setting out that they “must gain buy-in from local residents, and emergency services when considering implementing new LTN schemes.” The new guidance will come into force this summer when local authorities will be obliged to consider it when shaping new and existing schemes.

If local authorities fail to adhere to this, they could see future funding withdrawn, and under powers from the Traffic Management Act, the government could ultimately take control of an authority’s roads where they are deemed to be widely mismanaged. A consultation will also be launched this summer on measures including the removal of local authorities’ access to Driver and Vehicle Licensing Agency (DVLA) data to enforce such schemes by camera.

Separately, councils have also received strengthened guidance on setting 20mph speed limits, reminding them to reserve them for sensible and appropriate areas only – such as outside schools.

The LTN guidance was announced alongside a wide-ranging review which highlighted that only 13% of residents have responded to councils’ planning consultations on LTNs, and just 18% feel that their views have influenced council decisions. The report also found that local authorities operating LTNs issue an average of 36,459 Penalty Charge Notices per scheme, with the highest number for a single LTN scheme exceeding 170,000.



MAYORAL ELECTION CAMPAIGN RAMPS UP

Sadiq Khan has officially launched his campaign for re-election as Mayor of London. At a launch event on Tuesday 19th March at a community centre in Westminster, alongside Labour Leader

Sir Keir Starmer, the current Mayor focused on pledges to build more council and affordable housing. He also set out how having a Labour Mayor, working alongside a Labour Government in Westminster could be “transformative” for London.

Elsewhere, a number of familiar faces, as well as some new candidates, have recently thrown their hats into the ring, including Brian Rose representing his London Real Party, Social Democratic Party’s Amy Gallagher and independent candidates Shyam Batra, Count Binface, Natalie Campbell, Tarun Ghulat and Andreas Michli. They now join Conservative candidate, Susan Hall AM, Liberal Democrat candidate, Rob Blackie, Reform UK candidate, Howard Cox and Green Party candidate, Zoe Garbett to complete the line up, as the campaign to be London’s next Mayor officially begins.

BRITS SECOND CHATTIEST TAXI PASSENGERS IN EUROPE

A study conducted by FREENOW, has revealed that UK passengers rank as the second chattiest taxi passengers in Europe, only surpassed by the Irish. The research showed that 73% of Brits talk to their taxi drivers during journeys. Passengers revealed they find trivial small talk most enjoyable during taxi journeys (41%), followed by news about the city (34%) and traffic conditions (32%). However, 50% of UK respondents like to talk love and relationships, with 20% seeking romantic advice from their taxi drivers. Interestingly, while many people enjoy chatting, almost half of UK respondents (54%) also see taxi rides as a chance to relax and think.



Black Cabs v Uber - Litigation Commencing Time is Short - Join Today!

High Court Proceedings - Spring 2024 Fully Funded and Insured - No Cost to Join

Over 11,000 London Black Cab drivers already registered*

London Black Cab drivers between June 2012 and March 2018 can join

New registrations may not be accepted after **May 2024**

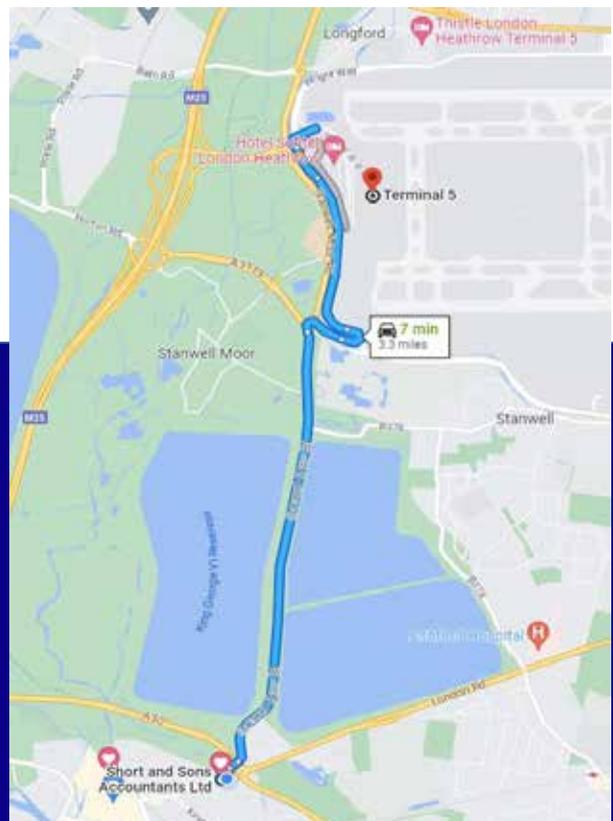


4

SAS

Accountants Ltd

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



- **£299 FEES PER YEAR, INCLUDING VAT!**
- Established 2017
- Set up by a green badge holder for taxi drivers!
- Offices only 7 Mins from LHR T5!
- 1000s of tax returns filed
- Sign off your return using your mobile
- 150+ Google reviews
- Join us in 2 minutes! Save £100s in fees.
- All are welcome! Electricians to plumbers!
- Ltd companies, payroll, VAT, property, CGT
- Did we mention we are only £299, incl VAT?

07481 479933

WWW.SHORTANDSONS.CO.UK



A Fair Review

It's never going to please everyone, but I think this year's figure of an 8.92% increase across all three tariffs is about right and represents a job well done by the Trade Tariff Committee.

Steve's comment

The thing about taxi fares is that everyone has an opinion, even people who have never set foot in a cab think they are qualified to tell us what we should charge.

Fare and Tariff Review

Every cabbie, dependant on how they work i.e. what hours and what days, favours one tariff over another. The debate about how much the drop (flag fall) should be, as opposed to how much should be applied to the running rate, also produces as many computations as there are cabs!

It's never going to please everyone, but I think this year's figure of an 8.92% increase across all three tariffs is about right and represents a job well done by the Trade Tariff Committee in their negotiations with TfL.

I also think that the decision to get rid of the separate rate unofficially known as Tariff 4 (the fare after 6 miles), and replace it with Tariff 2 which will now show on the meter is another good compromise.

Going forward I welcome discussions about the timings and differences in the various tariffs to reflect the changing demand for cabs post pandemic.

Black cabs Vs. Uber

I was pleased to see the announcement last week that the trade's claim against Uber is progressing and will hopefully be launched in the courts shortly. If you were driving between 2012 and 2021 and have not yet signed up, you should consider doing so. There is no downside and as was shown in the recent claim against Uber in Australia, there is the possibility of a very much justified pay day!

As with everything in our business, every story is always accompanied by a rumour, most are usually totally untrue but the one concerning the Uber claim could well be based in fact. The story goes that Uber are only trying to recruit cabbies onto their platform as

part of their strategy to thwart the Bulit21 claim. The thinking being that Uber's very expensive lawyers will pitch up at the court hearing telling tales of how we are all one big happy family and that X number of cabbies now work on the Uber platform, which they would not be doing if we had wronged them in the way that Bulit21 allege. Uber have been threatening to launch what they deem 'black cabs' on their app for at least the last two years, yet they to choose to do it just as Bulit21 announce the claim is on, coincidence? Possibly, but the sheer amount of money that Uber seems to be throwing at trying to recruit cabbies through radio adverts, leaflets, advertising, and social media does not make much sense, unless there is another motive, and I personally, would put nothing past Uber.

Either way, true or not, it's another good reason to give them a very wide swerve.

Mayor's Action Plan

The last Mayor's Action Plan for taxis and private hire was published in 2016. It promised a lot, but in reality delivered very little. TfL and City Hall are currently meeting and consulting with all and sundry, allegedly to help them prepare a new action plan or vision for the trade for 2024.

I had the pleasure of attending on one of these meetings last week. As you would expect, I wanted to talk about taxi access, the price of the cab, 20mph limits, TfL's 6 point and out policy and a dozen other topics. They wanted to talk about how taxis could be greener, Net 30 and net zero. The meeting started badly, the middle wasn't great, and the



"I was happy to tell them that if they want us to do more, we can and will, but they need to bring a lot more money to the table."

less said about the end the better.

Like most of you, I welcome the Mayor's objectives to clean up the air, what I object to is the considerable cost of it all falling onto the shoulders of cabbies. We, individual drivers, small fleets and businesses have invested over £500 million into new cabs, nearly 60% of our fleet is now green, all done with little, if any financial support. I was happy to tell them that if they want us to do more, we can and will, but they need to bring a lot more money to the table. ■ LTDA



Take a Long Hard Look in the Mirror

I've seen schemes introduced because approximately 200 respondents out of a local population of 20,000 have said they want it, this can't be right.

Top rank

Hot on the heels of Lambeth Council doing a U-turn on the Streatham Wells LTN that was causing serious issues in the surrounding areas, the Department for Transport (DfT) have released new guidance to local authorities on Low Traffic Neighbourhoods (LTNs), as part of their Plan for Drivers.

LTN guidance

I have not yet had the time to fully read, let alone digest the content, but I have seen cherry picked pieces, used by both sides of the argument in various press releases to welcome or oppose this new guidance. From what I've seen, it's definitely a step in the right direction. It should force councils to at least consider their actions and think twice before they introduce these schemes, under threat of penalties such as loss of government funding, but there is still a lot of wiggle room.

What I did see in the large print was:

"The research shows that, while they can work, in the right place, and, crucially, where they are supported, too often local people don't know enough about them and haven't been able to have a say. Increasingly and frustratingly, we see larger and larger low traffic schemes being proposed by some councils despite concerted opposition by local residents and by local businesses, and in some cases being removed again.

Even if they are introduced, councils should continue to regularly review low traffic neighbourhoods, ensuring they keep meeting their objectives, aren't adversely affecting other areas, and are locally supported."

As I see it, the problem with this is that is, just as we have already seen in the majority of consultations on these

schemes, councils will ask loaded questions like, "Do you want less traffic and cleaner air passing by your front door?" Who would say no to that? Only a fool, that's who. Whereas, if you ask them "Should we close your road but also lots of others and cause gridlock and mayhem and raise pollution to horrendous unsafe levels for many others were previously there was none?" As far as I am concerned, then only the self-interested few would say yes.

The very fact that such guidelines have been required just goes to show how wrong all of this is. The road network is paid for by all taxpayers not just the people who live on that road so why should I pay for a road that I cannot use?

Proper engagement

"Stakeholders identified inadequate engagement and communication with residents and affected groups as an important issue. It also found that a significant number of people were either unaware of schemes, and undecided or unsure on the scheme impacts..."

....review showed only 13% of residents responded to councils' planning consultations on LTNs."

In my opinion, all schemes of this nature should have a minimum engagement threshold. I've seen schemes introduced because approx. 200 out of a local population of 20,000 have said they want it, that cannot be right. Campaign groups are given a say, but zero checks are made on who they are, who they represent or how many members are signed up.

As an example, I've just read a report on a single road scheme in Central London, they list the 'stakeholders' whose responses they took into account when making a decision and these included;

- Three local residents/business groups (fair enough).
- Two businesses on the road concerned (again can't argue with that).
- One institution within the neighbourhood (fair enough).
- One institution 1.2 miles away

- as the crow flies (maybe just starting to take the Michael).
- One business 2.2 miles away as the crow flies (now you're really taking the Michael).

- Nine 'interest' groups (five of which related to people who enjoy two wheels). Other welcome bits in the guidance I came upon included:

There is also a requirement in the regulations to consult other organisations representing people likely to be affected by the provisions of the order, as the local authority sees fit. There is no fixed list, but this should include road user groups, local accessibility groups and groups representing local businesses and services, and taxi and private hire operators.

Separately, a consultation will also be launched on targeting the use of DVLA data by councils to enforce substandard LTNs and other anti-motorist traffic schemes.

If councils fail to deliver road schemes that work for local people, they could see future funding withdrawn and the Government could take control of an authority's roads, under powers from the Traffic Management Act, if they are deemed to be "widely mismanaged".



Uber recruitment

I've seen claims by Uber that they've signed up anything from just 200 to 600 black cab drivers and all is "on track" for their upcoming live launch. I was very surprised to hear this and thought 'bloody hell' we have some gullible people within our trade if that many have signed up.

Then I got not one, not two but multiple calls from concerned drivers who started getting e-mails saying welcome to Uber and to complete their sign up, yet to their knowledge they haven't signed up at all and clearly, they haven't or Uber wouldn't be asking for their documents, I'm smelling a rat.

To be clear and this is my personal opinion, any cabbie who has signed up to join Uber should stand in front of a mirror with their shiny, hard-earned badge around their neck and ask if they would prefer to see a rectangular laminated PHV ID instead, because that's what you should have.

Uber tried every trick in the book to decimate the proud, historic, world's best taxi service, and fortunately they failed but not without significant harm being done and you're now prepared to bolster their portfolio! And don't give me any claptrap about needing to earn money etc, there is ample work on ranks, on the streets and trade apps, without the need to stoop so low.

LTDA



INTRODUCING THE CABPAY PRO

During the trial period users earned 104% of the metered fare after payment of transaction fees.



- Large, Colour Screen
- Backlit Keyboard
- Dynamic Tipping
- Links to Fare Meter
- 5G Capability
- Print Cash Receipts



We are so confident you will make more money that we are introducing a 30 day money back guarantee if you are not entirely satisfied!

7

SPECIAL OFFER

Free TfL approved Dash-cam when you rent your meter with Cabvision and purchase the new CabPay Pro Payment device



[@cabvisiontaxi](#)

020 7655 6970 info@cabvision.com

CABVISION NETWORK LTD. IS AUTHORISED BY THE FINANCIAL CONDUCT AUTHORITY (FCA). REGISTRATION NUMBER 910574

FREENOW ✓

8

DRIVERS WITH ON-CAB ADVERTISING
EARN 90% MORE
-BOOST EVERY TRIP

Comparison of average weekly earnings for drivers with and without on-cab advertising 12/02/24 – 03/03/24

FEEL FREENOW **FEEL FREENOW** FEEL FREENOW

FREENOW ✓

BOOST
EVERY TRIP WITH
ON-CAB ADVERTISING**BOOST**
YOUR
EARNINGS

Pay a lower
commission rate
of 12%.

**BOOST YOUR**
LOYALTY
STATUS

Fast track to Gold
with 2 extra points
per trip.

**BOOST**
YOUR
PREBOOKS

Get the first look
at prebook offers.

**BOOST**
YOUR
OFFERS

Be the first in line
to receive job
offers.

**GET ON-CAB**
ADVERTISING**CALL**
02038352177



A Wave of Thanks, Tariffs & Upcoming Elections

Sometimes, maybe the best thanks you can give someone who's let you out is to get out of their way as quickly as possible...

M4 musings

I often tell non-Taxi people about this little world we have in town. Old lags complain there's no etiquette anymore, but I've always found it very pleasing the way cab drivers let each other out for turns and manoeuvres.

Don't get upset

You know that thing when you let someone go, and you're sort of waiting for them to thank you, and they don't? Irritating isn't it.

I do try to wave thanks to drivers who let me out at a junction or wait while I pass a narrow gap, but being a cab driver, you are forced to do this so frequently that I've taken to just raising a hand or even sometimes just a finger, not always even looking at the person in the vehicle.

10



I'm not trying to be rude, but driving actually requires a lot of concentration, especially in central London when it's busy. And every now and again, I have a situation where someone has done me a favour, often it's another cab driver, and I feel like even the split second it might take to wave at them detracts from performing my manoeuvre quickly and safely.

Sometimes, maybe the best thanks you can give someone who's let you out is to get out of their way as quickly as possible...

So, if you let me out and I don't thank you, don't be offended, I'm trying to return the favour!



Tariff

You may have read elsewhere that this year's adjustment to the Tariff (meter) was approved the other day, and should be on meter by the end of April. This year, there will be an increase of 8.92% across all three Tariffs.

This is a lot compared with

other years, but it is the figure that was produced by the Cost Index, and is reflective of the high inflation the UK has had for some time now.

In fact, drivers may remember that last year we did not get the whole Cost Index recommended figure, so it is perhaps

unsurprising that this year we did.

My own preference would have been to increase the £3.80 minimum fare by perhaps 40p in order to reduce the 'headline' percentage figure a bit, but TfL have not gone with that this year.

I think most people understand that inflation, although it has fallen in recent months, has been high for a sustained period of time, and if TfL want Taxi fares to remain affordable, they should advocate more robustly for taxi inclusion in all road schemes and look again at wacky new transport ideas that play a much larger role in increasing our prices.

As mentioned before, Heathrow drivers will note that the Heathrow Extra will be reduced to £2.00. Although the Trade at Heathrow advocated strongly against this reduction, it was always the case that the £3.60 was a holdover from the time when entry into the Taxi Feeder Park was £7.20. £5.20 will continue to be an allowable extra on drops to LHR, and £5.00 must be paid for every visit to a Terminal Drop-off Zone, other than journeys that originate from a Terminal Rank.

Mayoral elections

Can Conservative Mayoral Candidate Susan Hall AM close the gap on Labour incumbent Sadiq Khan in the run-up to the election?

I've seen some speculation that the change to 'first past the post' might produce unpredictable results, and that polling on London has been historically unreliable. I personally think there's all to play for still. Mr Khan has been Mayor since 2016, and in these days of shorter political careers that's a long time. Fatigue has definitely set in among some sections of the capital.

It is also thought that a potentially low turnout, caused both by apathy and new requirements for voter ID could hurt the current Mayor more than the challengers.

But Ms Hall needs to do more to get her vote out, and give voters a positive reason to get to the polling station on the day. She has definitely tapped into a well of frustration with the heavy handed ideologically driven policies of Mr Khan, but we need to hear more about how she will revive London's hospitality sector, especially at night, and get business going again.

There's no denying now that 2024 has started off more slowly than last year for the cab trade. We are down on drivers but doing longer on ranks and between jobs. The above-mentioned inflation has been challenging for everyone and is a natural suppressant to the economy.

I want to see solid plans from all candidates to get London going again. The current Mayor has found plenty of money to throw concrete down all over the place and slow down the traffic, how about some campaigns to get Londoners out eating and drinking again?

Rishi Sunak's Eat out to Help out ended up getting him in a spot of bother, but it certainly stimulated business at the time.

Good luck out there.



LTDA

Cabvision

***RENT YOUR TAXI
FROM CABVISION.***



***FROM MARCH 1ST
BRAND NEW TXE'S AVAILABLE,
AS WELL AS A SMALL RANGE OF OTHER VEHICLES***

020 7655 6970 info@cabvision.com  @cabvisiontaxi cabvision.com/taxi-rental



The Spring Budget: What It Means For Your Finances and Future

The Chancellor delivered the Spring Budget in March, with changes coming into effect in April that will impact National Insurance, Child Benefit, and ISA savers.

Money matters

Jeremy Hunt has announced extra help for some households that receive benefits or are struggling with debt.

Here's what was in this year's Budget and how it will affect you.

National Insurance

Workers will pay less National Insurance from 6th April 2024. Around 29 million workers are set to benefit from the change, which will see contributions cut from 10% to 8% for employed workers and from 9% to 6% for self-employed people.

This is the second cut to National Insurance this year – it was cut from 12% to 10% on 6th January 2024, as announced in the Autumn Statement last November.

It is estimated that the 2p cut to National Insurance could be worth up to £450 a year for someone on a £35,000 full-time salary.

Child Benefit

Following complaints of unfairness, Hunt announced a consultation on Child Benefit rules, to apply it to collective household incomes rather than for individuals from April 2026.

Currently only one earner in a household needs to earn £50,000 for the amount of Child Benefit to be reduced via the 'high income Child Benefit tax charge'.

But campaigners say this is unfair because a couple could earn a combined income of £98,000 a year (£49,000 each) and get full Child Benefit, while a single parent family earning £50,000 a year wouldn't get any.

From 6 April 2024, you won't have to pay any of your Child Benefit back until you start earning £60,000 a year. You'll be able to earn up to £80,000 a year before you lose your Child Benefit entitlement completely – currently, the limit is £60,000.

British ISA

Hunt also used the Budget to confirm that the government will create a tax-free British ISA as part of efforts to encourage more investment in UK companies.



The new ISA will have a contribution limit of £5,000 a year and will be in addition to the current £20,000 ISA limit.

Help for struggling households

Changes to Debt Relief Orders (DRO) were also addressed. The £90 administration fee to set up a DRO will be scrapped from 6th April 2024.

The scope of DROs will be widened by increasing the maximum debt value threshold from £30,000 to £50,000 and increase the maximum value of motor vehicles that an individual can retain from £2,000 to £4,000.

Hunt also confirmed that he is doubling the repayment period for government budgeting advance loans from 12 months

to 24 months. These loans – of between £100 and £812, depending on circumstances – help people already receiving benefits to cover one-off emergency purchases. The change will apply to budgeting advance loans taken from December 2024 onwards.

The government is also providing an additional £500m to expand the Household Support Fund in England from April to September 2024. This provides targeted support to vulnerable households with the cost of essentials such as food and utilities.

Other changes

The government has frozen alcohol duty, cutting costs for breweries, restaurants, bars and

pubs. Fuel duty will also remain at its current rate and be frozen for the next 12 months – the "temporary" 5p cut on fuel duty which was due to end this month will also be extended, and there will be a one-off increase in tobacco duties.

There are currently special tax rules for rental income from properties that qualify as furnished holiday lets. These are being abolished and from 5th April 2025, they will be taxed in the same way as buy-to-let properties.

From 6th April 2025, the advantageous tax regime for non-UK domiciled people ('non-doms') will be abolished. This is to be replaced with a new regime, which will be determined by UK residency rather than domicile. **TAXI**

LONDON'S LEADING TAXI INSURANCE BROKER

We have over 45 years of experience working with the licensed London taxi trade.

Typical covers we consider when arranging insurance for taxis and private cars include:

- Breakdown Cover (RAC cover available)
- Guaranteed Asset Protection (GAP) Cover
- Excess Protection Cover
- Vehicle Hire
- Public Liability Insurance
- Legal Expenses
- Key Care



Scan to get a quote or call into our re-opened Bethnal Green office to chat through your business' insurance needs specifically:

86 Dunbridge Street
Bethnal Green
London
E2 6JG

GET IN TOUCH

020 8597 2622

www.cabsurance.com

Cabsurance is a trading name of Emrose (Insurance Brokers) Limited, which is authorised and regulated by the Financial Conduct Authority (FRN: 304324).
Registered Address: 6th Floor, One America Square, 17 Crosswall, London, England, EC3N 2LB. Registered in England and Wales. (Company No. 0761961).

Emrose (Insurance Brokers) Limited is part of the Specialist Risk Group.

SRG A Specialist Risk
Group Company

2023 Chairman's Statement

The London Taxi Driver's Charity for Children Chairman looks back on a busy year, and forward to exciting events coming later in 2024.

Dear Committee Members, Friends, and Supporters,
I would like to start by thanking everyone who supported the London Taxi Drivers' Charity for Children in 2023, namely our benefactors and sponsors, members of the public, our volunteer taxi drivers and our hard-working Committee Members.
A special thanks goes out to our volunteer drivers who have come together over the years since the charity's inception in 1928 to help and support London's disadvantaged children. I would also like to thank Her Majesty the Queen for her ongoing Patronage and send the charity's good wishes to her and King Charles following his recent health concerns.

The LTCFC had a very productive 2023, arranging a number of annual events and outings, and supporting a number of appeals. Also, as recognition of the charity's work over the years, some LTCFC Committee Members were invited to the grandstand at Buckingham Palace on Coronation Day, and Michael Son BEM and I were privileged to attend the King's Coronation Garden Party, as an acknowledgement of the charity's support of London's disadvantaged children.

Spring and summer outings

At both the end of spring and summer, the LTCFC took three schools from the Isle of Dogs on kayaking and paddle boarding days at the Docklands Sailing Centre. The Centre's fully trained instructors help children with special needs to build up confidence within a fun and challenging environment.

In June, we held our Annual Summer Outing, and 60 volunteer taxi drivers took 160 children and 50 carers to Paradise Wildlife Park in Broxbourne. This was a new outing destination for the LTCFC, and we were grateful to Paradise Wildlife Park for making it such a wonderful day and for the Asda Store on the Isle of Dogs for stepping up as our departure and return location at very short notice. The feedback from the children, schools and drivers is that they all had a wonderful



Taxis waiting to depart from the Isle of Dogs.



An outing to Paradise Wildlife Park.

"These things cannot be done without the donations of all our wonderful supporters, and we thank all of you for your continued support and generosity."



Smiling faces arriving at Paradise Wildlife Park.

day, and with it being such an enormous success I would like to announce that we shall be doing it all again this year.

I must also thank London Taxi Radio who produced a brilliant short video of the outing which has been nominated for the Smiley Awards – Short Charity Video of the Year. I would also like to thank everyone who voted for our video in these Smiley Awards.

Mad Hatter's Tea Party

In January 2024, we held our Annual Mad Hatter's Tea Party at the JW Marriot Grosvenor House in London, where approximately 620 children and their 250 carers were entertained throughout the day by a DJ, singers, dance troops, face painters and other artists. For the first time the Grenadier Guards Military Band entertained the children with a brilliant 25-minute performance that proved the highlight of the day.

As well as being entertained and fed, the children left the party with a special gift bag with toys provided by Hasbro and a specially commissioned cuddly Louie Taxi Toy as a memento of the day.

Documentary

The LTCFC were also asked to take part in an upcoming documentary about London Taxi Drivers and the various aspects of charity work that the taxi trade are involved in. Hopefully, it will portray the London Taxi Driver in a positive light and show the ways in which the drivers give their time to help others less fortunate than themselves. The documentary is to be aired on Channel 4 relatively soon, so keep an eye out for it.

In December, LTCFC Committee Members were fundraising at Burlington Arcade in Mayfair. These annual fundraising days, although being cold and quite tiring, are very worthwhile and enjoyable, as they help fund many of the Appeals that the charity supports.



The 2024 Mad Hatter's Tea Party.



A guest enjoying the party.



Children enjoying kayaking on the Thames.



Summer outing at Paradise Wildlife Park.



The group at the Docklands Sailing Centre.

Supporting appeals

This year, we funded the purchase of a bespoke tricycle designed specifically for the needs of a young boy so that he could go out with his parents and have a better function in family life. We also helped a school buy specially designed tech tablets so the school's special-needs unit could have the children interact fully with other equipment within the school. We also purchased a specially designed wheelchair to support the 'Super Sid Appeal'. These things cannot be done without the donations of all our wonderful supporters, and we thank all of you for your continued support and generosity.

Retiring and new committee members

During 2023, due to his retirement, we unfortunately lost the help of our long-standing committee member Larry Abrahams. It was sad to see Larry retire from the charity, and we all wish him a long, happy, and healthy retirement.

On a happier note, during 2023 we welcomed two new committee members to the LTCFC, these being Louise Fowler, and Stuart Murray, and I am sure whatever roles they undertake within the Committee they will be fully committed and successful.

On behalf of myself and my family I would like to say a hearty thank you to everyone who has helped me in my first year as Chairman of the LTCFC and I look forward to an exciting and successful year ahead for the London Taxi Drivers' Charity for Children.

Tony Moore
LTCFC Honorary Chairman
t.moore@ltda.org.uk



Not One Of Us

Looking back at Uber's arrival and treatment in the UK, and how it became part of daily life.

Man in black

After a hard day kitting out my mancave at Chez Kenners, I decided to tune up my long suffering guitars to see if I could still play along to Peter Gabriel's third album - the imaginatively titled *Peter Gabriel*.

Despite the lack of imagination in its title, the album is a 44-year-old classic of epic proportions. Tracks such as *Games Without Frontiers*, *Biko* and *Family Snapshot* are real highlights of the album. And despite my best efforts, I found that I was playing all the right notes... unfortunately, they were in the wrong order. I then decided to revert back to doing my regular Dalton Trumbo impression and write this article while in the bath.

While sitting in my luxuriant oasis of bubbly delight, I found that one of the tracks off of the aforementioned album kept going around in my head, it was an inescapable earworm. The track in question was the song *Not One Of Us*. The lyrics were spinning around like the teacup ride at a fairground (a ride which usually sees me part company with my breakfast). The song itself is about the twisted evil of racism - and it's not subtle about it either. There was, however, a section of the lyrics that put my abstract mind into overdrive.

*"There's safety in numbers
When you learn to divide
How can we be in
If there is no outside
All shades of opinion
Feed an open mind
But your values are twisted
Let us help you unwind"*

For some weird reason this brought to mind the current situation involving *Uber* and their bid to court the taxi industry. Yep, I told you my mind is abstract to the point of warped.

D for destruction

When *Uber* arrived in London, in June 2012, CEO Travis Kalanick's ethos was to move fast, break things and to not ask permission but for forgiveness. The Conservative government of



the day, led by David Cameron (now Lord Cameron), were keen to woo *Uber*, after all, they were the newest thing on the block, a technological behemoth adored by Cameron and his cronies. The hardball tactics of Kalanick himself saw their co-founder even describe the cab industry across Europe as "*an a**hole named taxi*" (charming fellow).

Between the circumvention and, in some cases, complete disregard of regulation across Europe (including London), as well as the company's horrendous attitude toward operatives within the incumbent taxi services in cities across Europe and beyond, the company became a pariah within the taxi industry - especially London. Some of the capital's cabbies who initially signed up to *Uber* were villified (and still are to this day). This company was certainly considered a bridge too far for the London taxi industry, given that they were actively trying to collapse the best cab service on the planet. And for a time, the outlook was worrying.

How times change

Over a decade later, the dynamic has shifted significantly. Out has gone the openly arrogant, ignorant, destructive ethos attributed to *Uber*, and in has come a softer, more amiable company. This in part is down to former Expedia CEO, Dara Khosrowshahi. However, the distrust and animosity remains toward *Uber*. It's not unreasonable for anybody within the taxi industry to feel

this way, after all it wasn't that long ago since *Uber* were eating through many taxi industries across the planet, like Pacman munching little white dots on an arcade screen. People lost their livelihoods, their homes and, in some cases, their lives. That in itself is unforgivable.

We are now seeing *Uber's* representatives trawling some of the major ranks across London, trying to entice members of the licensed London trade to sign up. From *Uber's* perspective, this is a

"Over a decade later, the dynamic has shifted significantly. Out has gone the openly arrogant, ignorant, destructive ethos attributed to Uber, and in has come a softer, more amiable company."

logical business move. After all, who wouldn't want the best taxi service on Earth, operating on their platform - there is a huge amount of kudos attached to it.

The difference between 2012's recruitment drive is that it is now being done with a smile rather than a grimace. But is there a need for drivers to sign up?

Obviously that question is

rhetorical and it's not for me or anybody else to question another driver's business model. Yet given that the industry already has six apps, including *Gett*, *FreeNow*, *Comcab*, *TaxiApp*, *Taxi Now* and *Unify*, not to mention other work providers, including *Sherbet* and *Arro*, that's an awful lot for a fleet of 15,500 drivers.

Some workers have asked what the difference is between some of these app providers and *Uber* - and the answer is quite simple. All of the above came into the market and played by the rules, they didn't circumvent regulation and didn't try to kill off the taxi industry. Conversely, the team behind *Uber* tried to do just that: crush the London taxi industry, assimilate the drivers onto one platform and create a single-tier form of door-to-door surface transport.

To protect your future, sometimes you have to understand your history. There are a substantial number of drivers who have held their cab licence for less than a decade. As a result, they don't necessarily appreciate the level of pain that was inflicted on London's industry. However, if you talk to any driver that lived through that dark period, they will explain the difficulties that the industry had to endure.

So to sum up, beware of wolves in sheep's clothing, and to quote Peter Gabriel's *Not One Of Us* again:

*"You may look like we do
Talk like we do
But you know how it is
You're not one of us"*



TAXI and LTDA Member Mail

Subject: Thank you LTDA

Dear TAXI,

I would like to thank Charlotte Collett, LTDA solicitor who dealt with my reconsideration hearing at TfL. TfL wanted to suspend me for three months for a three-point offence. Charlotte's fantastic attention to detail in her response was outstanding, resulting in TfL dropping their three-month suspension.

I would also like to thank Lloyd and Anthony of the LTDA for their efforts on my behalf.

TfL must be spending a fortune on this draconian policy by employing legal teams to pursue London taxi drivers and drag them into court, whilst always going to the government for more money.

After 48 years driving a cab in London, this is clearly the hardest time I've ever known with the speed limits and road restrictions everywhere. I can't emphasise how important it is to belong to an organisation like the LTDA, thanks again to all at the LTDA.

Derek Sandford



Subject: Holborn changes

Dear TAXI,

The recent changes to the roads around Holborn are in my opinion outrageous and spiteful towards road users. The bus lane is now blocked just before the junction, as you travel westbound, to one lane, meaning all traffic is pushed into it. This is causing major delays, potentially leading to yellow box infringement and added stress and anger for drivers. I can foresee many people stopping using cabs in that area, as journey times and fares increase at all times of day. Has the LTDA got the power to lobby the surrounding businesses to change this as it will have an impact on them as well?

Every time Camden do this they use safety as their reason yet I'm not aware of any major incidents along this route. It's obvious they have an agenda, but local businesses should have some ability to confront the Council to object and maybe the LTDA could help them join up to show unity against these changes.

Thank you.

Simon Thompson



LOTTO WINNER!

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



Congratulations Mr Stephen Demuth!

February's Lottery Winner was Mr Stephen Demuth, who has been a member of the LTDA for nearly ten years. Stephen was very pleased to receive his cheque for **£5,000**. He plans to spend the money taking his wife away next year to celebrate their 40th wedding anniversary. We wish them a very happy trip and many more years of sharing their lives together.



ENTER LTDA LOTTERY BELOW



LTDA LOTTERY

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

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



The Great Whitehall Mystery

When The Met and Scotland Yard were built, a gruesome discovery revealed itself...



18

Rob's history tips

For almost 200 years, the phrase 'Scotland Yard' has been synonymous with policing and detective work; an association which dates back to 1829 when Sir Robert Peel founded The Metropolitan Police and established its headquarters on Whitehall Place.

The building's public entrance, however, was towards the back, on Great Scotland Yard. And so, unsurprisingly, Londoners began referring to it as such.

By the 1880s, The Met, in response to London's exponential growth, had greatly expanded their ranks, meaning larger premises were required.

Building a new yard

Therefore, it was decided a new complex would be built on Victoria Embankment. A pair of red brick office blocks that would become known as 'New Scotland Yard' (today they're the 'Norman Shaw Buildings') and, rather ironically given their purpose, a gruesome discovery would be

made during their construction.

On October 2nd 1888, a builder named Fred Wildborn was working amongst the site's foundations - specifically a vault which had been constructed three months previously - when he came across a 2.5 footlong paper parcel.

The contents of the package were horrifying: it contained the torso of a badly decomposed woman, bundled in the remains of a black petticoat.

The Pimlico discovery

Detectives quickly matched the torso to a severed right arm and shoulder which had been washed up on the Thames shore at Pimlico the month previous.

That part of the dreadful puzzle had been found by a carpenter who'd been walking along Grosvenor Road. He'd gingerly taken it to the nearest police station, and initially it was assumed the arm had belonged to a corpse designated for dissection - the theory being that medical students had thrown it in the river as a prank.

Back at the Victoria Embankment site, a sniffer dog was brought in which immediately led detectives to a

left leg. This part had been stuffed in a drain, just 8 feet from where the torso had been found.

A doctor named Thomas Bond was tasked with examining the remains.

He ascertained that, although the torso was believed to have been in the vault for three days, the victim had been dead for at least six weeks.

Dr. Bond also believed the woman had been aged between 24 and 25, was well fed, had been reasonably healthy and, going by the limb found at Pimlico, "had the hand of a person not used to manual labour."

The cause of death was unexplained, although going by the lungs, Dr. Bond was certain it hadn't been caused by suffocation or drowning. He also stated that whoever had sawn up the body likely had a good grasp of anatomy.

A Ripper connection?

What was especially perplexing was how the suspected murderer had managed to hide the torso and leg in the Victoria Embankment vault: whoever had done it would've had to have scaled an 8-foot hoarding surrounding the building site

whilst avoiding the gaze of night watchmen.

The vault itself was difficult to find, pitch dark and often locked. In short, only someone with a good knowledge of the area would have been able to navigate their way.

What made the case (which came to be dubbed 'The Whitehall Mystery') even more eerie was that it occurred in autumn 1888, the exact same time frame in which Jack the Ripper's spree was taking place.

Naturally, this led many, especially those in the press, to suspect that the New Scotland Yard victim had been killed by the same diabolical hand; a shadowy figure who, in the early days of the case, was nicknamed 'Leather Apron' rather than the Ripper.

Detectives however ruled out any connection, their reasoning being that no organs had been removed, which was the Whitechapel killer's modus operandi.

The Pinchin Street torso

The following year, however, another woman's torso was found beneath a railway arch on Shadwell's Pinchin Street which they believed was connected to the New Scotland Yard body, thus raising the terrifying prospect that at least two serial killers were operating in late 1880s London.

The only possible sighting of a suspect came when a "powerfully built man of rough appearance with a goatee beard" boarded a tram heading between London Bridge and Vauxhall. He was carrying a large paper parcel which many passengers claimed emitted a hideous stench.

This individual was never traced, and neither of the unfortunate souls found at Victoria Embankment and Pinchin Street were ever identified, although it was speculated the New Scotland Yard victim was possibly a young woman named Lily Vass, who'd lived at 45 Tetcott Road, Chelsea, and had vanished without a trace.

If you wish to learn more, you can visit my YouTube channel, [robslondon](#). ■ TAXI

Central London Taxi Hire LTD

ATTENTION to all taxi drivers now is the best time to get into a brand new electric taxi.



**THIS MONTHS
SPECIAL PROMOTION PRICE
FIRST COME FIRST SERVED
WHILST STOCK LAST**

**JUST ORDERED AND TAKING DELIVERY OF
25 BRAND NEW**



**FULLY LOADED
VISTA COMFORT PLUS
ELECTRIC TAXIS**

**Electric taxi rents
starting from £320.**

**ALSO TX4 EURO 5 FROM £230
& EURO 6 AVAILABLE**

**First
come first
served!**

For details and to add yourself to the waiting list please get in touch
Office: 020 7613 4442 Mobile: 07714821482 | 07746135337
Email: cs.taxis@yahoo.co.uk
Unit 22, Redburn Industrial Estate, Woodall Road, Enfield, EN3 4LE



Entertainment Corner

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

Reel Talk



Disney

X-Men '97 (TV-PG) ⓘ

It's been 27 years since the finale of *X-Men: The Animated Series*, a '90s cartoon that gave us 76 episodes worth of adventures focused on the titular super-powered mutants. More than just having an iconic theme tune, the social issues it regularly interrogated, as mutant leader Charles Xavier fought for peaceful co-existence for his kind in a world that feared and hunted them, has helped it endure in the decades it's spent off air. And though its first episode is clunky, at its best *X-Men '97* taps into what made that show so special, sharpening the animation and putting its well known characters in fresh and surprising storylines.

The chief beneficiary of this revival is Magneto. A long time adversary of the *X-Men*, the first episode concludes with a twist somewhat in his favour. Whether Cyclops and co can trust that their old enemy - who has long desired mutant supremacy over humans - has turned over a new leaf is a strong foundation to build a season on. And when the superhero action does come it's wildly creative, with various powers combining in fun, unexpected ways. This millennial is glad the series is back. And yes, that theme song still slaps.



X-Men '97 is streaming on Disney+ now, with a new episode released weekly.

Dune: Part Two (12A) ⓘ

If *Dune: Part One* was mostly setup, then *Dune: Part Two* is mostly payoff. Picking up where the first movie left off, Denis Villeneuve's sequel takes us deeper into the conflict between Paul Atreides (Timothée Chalamet) and the evil Harkonnen (Stellan Skarsgard), while delivering spectacle the likes of which we rarely see. Indeed, from an extended action sequence that sees Paul and Chani (Zendaya, on fantastic form) destroy Ornithopters, to a perfectly calibrated sequence that sees the young Atreides ride a sandworm for the first time, *Dune: Part Two* is frequently awe-inspiring.

And whereas its predecessor was at times dour and slow, this follow-up is funny - thanks in no small part to Javier Bardem's Stilgar - and muscular. You barely feel its three-hour runtime, because the character work is just as compelling as the action - the visions of a dark future that plague Paul make his arc both affecting and heartbreaking. The craft here is simply beyond reproach, from Hans Zimmer's beautifully considered score to Greig Fraser's stunning cinematography, the latter of which delivers several stunning shots that take the breath away. There may be better movies this year, but as a cinematic experience, *Dune: Part Two* is peerless.



Dune: Part Two is in cinemas now.



Warner Bros

Drive-Away Dolls (15) ⓘ

Directed by Ethan Coen without his older brother Joel, and co-written by his queer wife Tricia Cooke, *Drive-Away Dolls* deserves credit for being a rare movie that's fronted by two horny lesbians (and the movie is not shy about reminding you of that fact every chance it gets). And while it's not quite as funny as it thinks it is, the evolving relationship between the confident Jamie (Margaret Qualley) and awkward Marian (Geraldine Viswanathan) provides a strong emotional backbone amidst the chaos of the rest of the film.

Set in 1999, chaos ensues when the two aforementioned women take a "drive-away" rental car job from Philadelphia to Tallahassee, only to get caught up with some unsavoury characters along the way, thanks to a package they're unknowingly carrying. Of the many A-listers who pop up over the course of this tumultuous journey, Colman Domingo stands out from the pack as a criminal with arguably the film's best line - "*Ladies, you are a day late and a dick short.*" What that line alludes to is one of the funnier jokes of the film, but it's a shame there aren't more of them.



Drive-Away Dolls is in cinemas now.



Universal Pictures

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:

or:

Email:

Web:

020 8980 7161

**Unit 6, Quebec Wharf
14 Thomas Road
Limehouse
London E14 7AF**

**9 Church Road, Stanmore
Middlesex HA7 4AR**

info@mcordell.co.uk

www.martin-cordell.co.uk

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



Sutherland Direct

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

Free Breakdown Insurance with code "IU1"

★★★★★ Rated 4.8 out of 5 on Google

Call now on 0208 504 8222

sutherland-direct.co.uk



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.



An Unexplained Dive

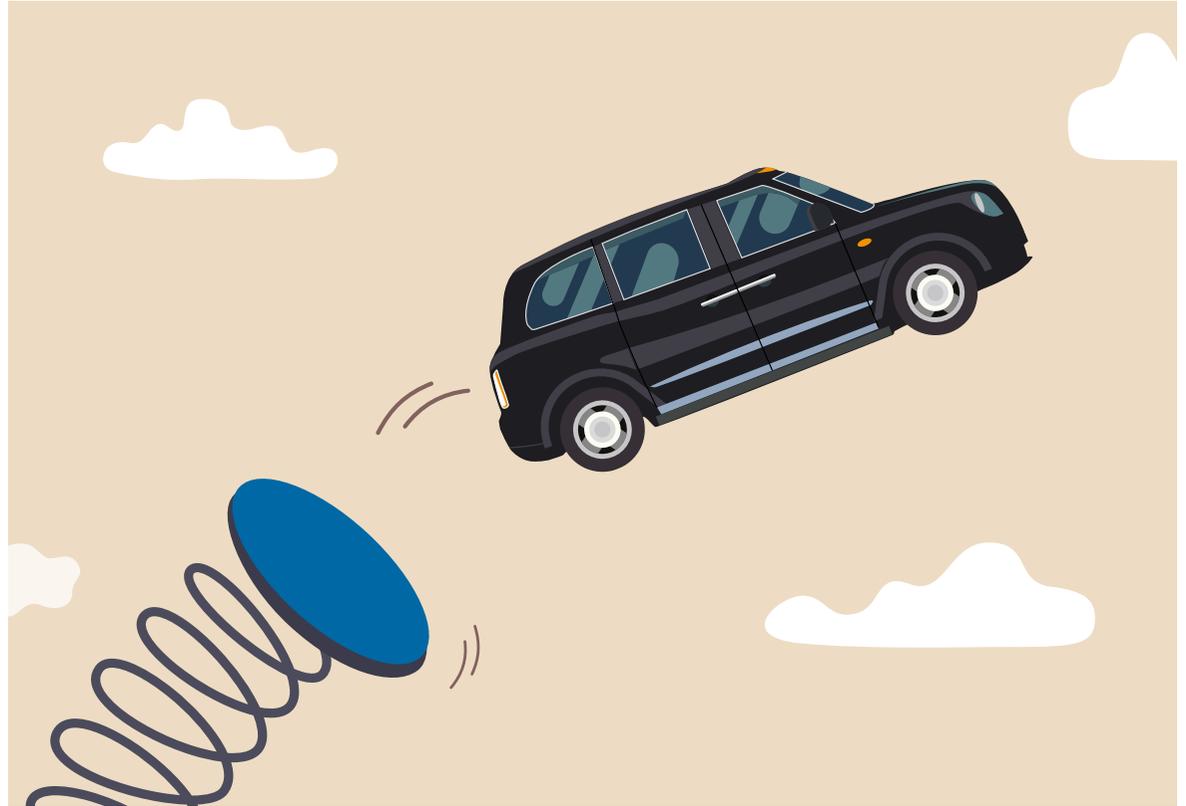
There is no rhyme or reason why this has happened, it started after Christmas, very slowly, but this past month has been as bad as I can remember.

Cab you drive

I am now officially baffled for the first time in ages. I make a living buying and selling cabs, it's not rocket science, the market is affected by various bits and pieces - time of year, how many new cabs being sold, age limits, new registrations, how busy it is, etc. Occasionally though, the market dips or booms for no real reason and at the moment it's dived!

There is a glut of cabs that four months ago were fetching premiums: TXEs, Euro VI TX4s and even Vitos (which I always thought would stay bullet proof because of demand from the airport drivers). They are all now struggling to sell, which inevitably means lower prices. There is no rhyme or reason why this has happened, it started after Christmas, very slowly, but this past month has been as bad as I can remember.

New cab sales are still good. February only saw 46 new cabs sold, but it's always a quiet month as drivers and fleets wait for the new plate. So it's not that causing the slow down. The work levels, according to the dozens of drivers I speak to each week are OK, it's been a bit quieter because of Ramadan. London is missing a lot of its Middle Eastern visitors



and lots of residents go back to the Middle East and elsewhere for Ramadan, but it's not dire, so why has the market collapsed?

I know a lot of drivers are concerned that if Khan gets elected again in May, he will reduce the Euro VI age limit down to 12 years, that rumour really has done the rounds and I guess we won't know until post-May. That might account for the Euro

VI sales drop but why the similar drop in demand for TXEs?

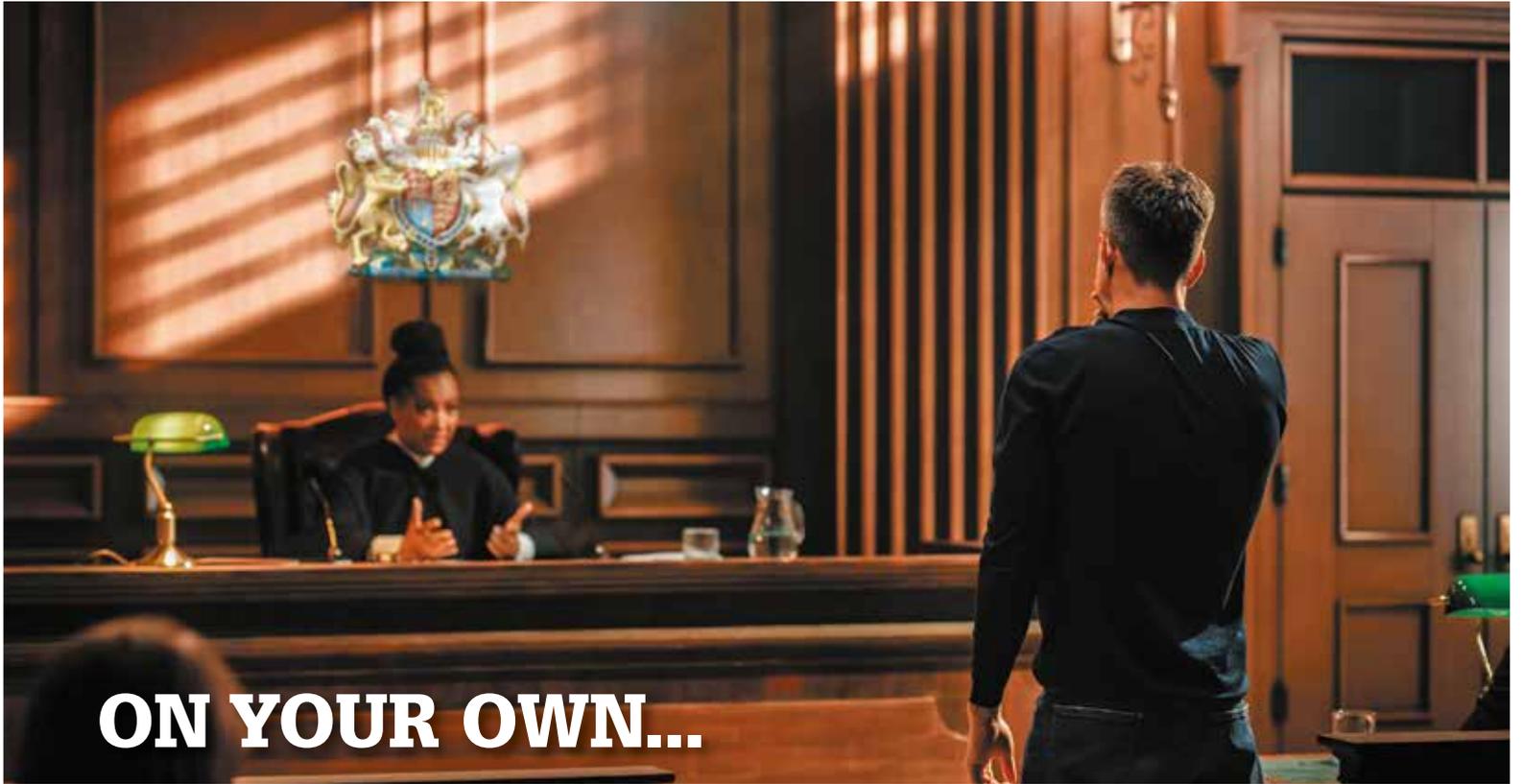
It could be that recent high new cab sales just mean there is a glut of TXEs and buyers are seeing the increase in supply, being fussy and cherry picking the best one-owner, low mileage cabs.

It's a mystery. Whatever the reason, I hope it will quickly vanish, and the market levels out again soon.

DYNAMO	182
LEVC	8,062
TX2	63
TX4	4,306
VITO	2,128
TOTAL	14,741

TAXI





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*

Scan here to join



www.ltdda.co.uk

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

Taxi Charity for Military Veterans Prepare for D-Day Anniversary

We asked Taxi Charity Advisor, battlefield historian and guide, Ben Mayne, about the recent preparation trip to Normandy.

In early February, three members of the Taxi Charity Military Veterans - Dick Goodwin, Paul Cook, and I - headed across to Normandy. It was on a four-day recce, ahead of this year's 80th anniversary commemorations for Operation Overlord, otherwise known as D-Day.

In 1944, the logistics and planning took nearly a year to organise. This recce was our chance, as a charity, to ensure we get things right as well. In June, we will be returning to Normandy with 13 veterans who served during the Second World War, many of them linked directly to the landings. We owe it to them to ensure we get their pilgrimage right, to make sure they have that time to reflect, remember, and visit their friends who never made it back.

Our trip was memorable for so many reasons, but we returned knowing that we have done all we can to be fully prepared for going back this June alongside veterans.

The journey

We departed from Portsmouth and followed in the wake of the naval armada that set sail for Normandy all those years ago. You never know who you will meet on trips there, and on the ship this was no exception. Shortly after boarding, we were fortunate to meet up with Harry Howarth. He landed on Sword Beach on the morning of D-Day. Now 103 years-old, he was heading back across with his family, and Emma Newton, to view names on the Normandy Memorial while still fit enough to travel. Very quickly, Harry broke into his old stories of nearly 80 years ago.

We had arranged that the following day we would meet Harry to assist him searching for his friends and comrades of the 2nd Battalion Kings Shropshire Light Infantry.

Later that evening, we arrived at the hotel. Deciding to head out for a walk, we explored the area of the Pegasus Memorial museum, where veterans will be attending for a service. This

gave Paul a good opportunity to learn more about what took place at Pegasus Bridge, cementing his appreciation even further. Paul has a passion not only for assisting the veterans to return but also in learning about what they actually did, and this short walk captured his imagination.

The next day, we headed out to begin visiting museums and local dignitaries to finalise plans for June. It also gives the charity a chance to meet up with friends whom we had not seen since last summer. The staff at the Memorial Pegasus were delighted to hear of the veterans who will be returning with the Taxi Charity. It's always an honour for them to host, and

"Our trip was memorable for so many reasons, but we returned knowing that we have done all we can to be fully prepared for going back this June alongside veterans."

they look forward to welcoming them. From here, we headed to the Maire (Mayor) of Colleville-Montgomery.

The Taxi Charity cannot express how grateful we are for the Maire's support and generosity offered to us. We look forward to them hosting us on several occasions and being able to not only commemorate and remember but share laughs and smiles with them.

With official business taken care of for the morning, we met up with 103 year-old veteran Harry. He was visiting the Normandy Memorial to look at the names recorded. With the help of the Commonwealth War Graves

Commission and having spent time researching his war diaries, Harry was able to visit numerous names engraved on the wall for 6th June 1944, from his battalion.

Harry's story

Harry had spoken briefly on the ferry to Dick, Paul, and I about his Major who had been killed in July of 1944. With quick research on the ground, Harry was able to see his name on the memorial. More importantly, though, I had the details of where his officer was buried. Harry had never been to his grave in the 79 years that had passed. Today was the day we'd assist him in making that important pilgrimage to visit his officer he'd not forgotten about.

Paying respects

As a group, we headed off to support Harry and visit Major Wheelock MC at La Delivrande British Cemetery. It was an honour for all three of us to be present and assist him; it's the least we can do and owe it to the men and women of that generation. The time and effort that drivers and the committee make to support veterans, it's times like these that make it all worthwhile. Knowing you have helped a veteran be at peace or have that opportunity to pay respects to their friends is priceless.

An unexpected delay

In the afternoon, sadly, the recce then took a twist for the three of us. An unexpected fuel blockage in the car led to us being stranded... fortunately by a McDonald's, so at least we could get coffee! The next day saw us heading out on foot to some locations and plan for the service at Ranville on 6th June. Sadly, we departed without the car and our secretary, Dick, who would follow us home in the coming days. Fortunately, this did not stop the required business taking place on the recce, and we are now in a strong position ahead of travelling across for the anniversary. ■ TAXI



Ben Mayne with Harry Howarth.



London Cab driver Paul Cook.



Dick Goodwin, Taxi Charity for Military Veterans.



WWII Veteran Harry Howarth.



WWII Veteran Harry Howarth.



Pegasus Bridge.



Pegasus Bridge in Normandy.

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.

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

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 80th anniversary of D-Day.

Please email 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



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



26

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.

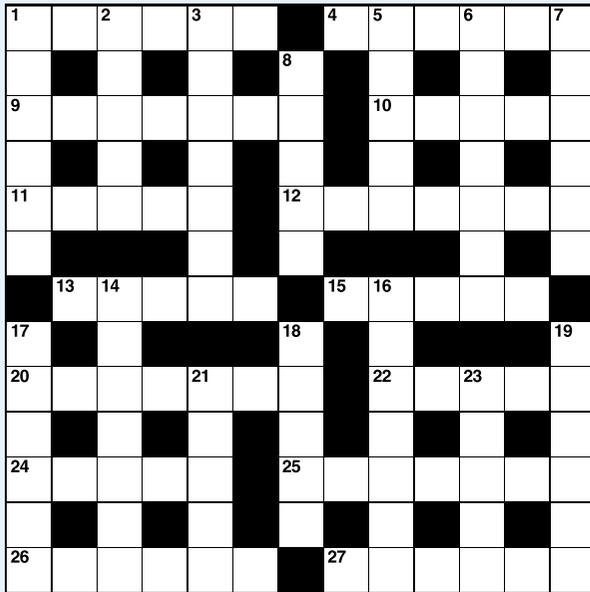


www.ltda.co.uk



Puzzler Page

Crossword



ACROSS

- 1 Cloyingly sweet (6)
- 4 Increase the intensity of (4,2)
- 9 Cwm ____, Welsh hymn tune (7)
- 10 Surge (5)
- 11 Part of the eye (5)
- 12 Take away the freedom of (7)
- 13 Nurses (5)
- 15 Harass with obsessive attention (5)
- 20 Make faster (5,2)
- 22 Biblical tower (5)
- 24 Draw out, bring forth (5)
- 25 Postpone, cancel (4,3)
- 26 Vaporous (6)
- 27 Stressful times (6)

DOWN

- 1 Tricky predicament (6)
- 2 Collection of people or objects (5)
- 3 Perforated throughout (7)
- 5 Assignments (5)
- 6 Be victorious (7)
- 7 Flower dust (6)
- 8 Made less wild (5)
- 14 Very ugly building (7)
- 16 Cylindrical (7)
- 17 Evaluate (6)
- 18 Pungent (5)
- 19 High steep rocks (6)
- 21 Sleeping vision (5)
- 23 Little lumps (5)

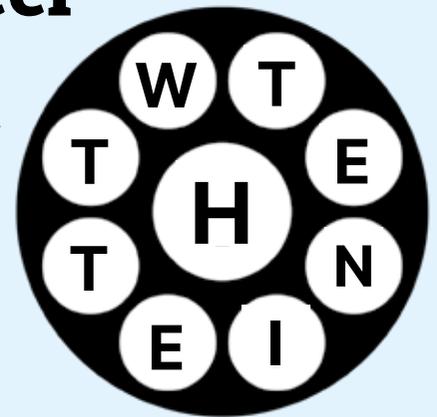
Sudoku

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.

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

Wordwheel

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



Futoshiki

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

	1			<	
			^	v	v
			^	^	
				<	
					^
	>				

All answers to puzzler on p30

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

LINAGE

CABS WANTED

● **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

● **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

● **Vista Comfort+, 138k miles, Good** condition, £36,000 - Call Ricky - 07958942663

● **TX Vista Comfort Plus** '68 , 84 000 miles, ext LEVC warranty 14/11/26, £37 500. 0793 0522 661

● **TXE for Sale, Comfort Plus, 69 Reg** Feb 2020, Just Licensed to Feb'25, Ascot Serviced, 1 year warranty remaining, V. low mileage (34,000): £36,500 ONO Call Terry 07931 213 991

● **For sale TX Comfort Plus, 2022,** White, VG condition, less than 12,000

miles, MOT & plated, FSH, £55,000 ONO, Tel Bob 0790 821 1085

CABS FOR RENT

● **TXE & TX4 for rent, from £210 a** week, part time welcomed, 24hour back up, with spare cab. Garages in Bethnal green & North London. Call Andy - 07970915778

● **TXE comfort plus models no ads** from £320 a week full back up .Based in E17. Ring Michael. 07877 313910

● **TXE's to rent, black no ads, 68-73** Reg. Ring Steve - 07976729033

● **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

● **TX4s for rent, full backup available** from £240 per week - 07824630247

● **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

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

● **Vitos 113 & 114, also tx4s for rent** 07872 504 604

● **TXEs for hire, loan cab available,** no ads – 07980288333

● **TXE's available for rent, from £320** per week. Call Wax 07951 843 663

TX4 Euro 5 and 6 Taxis fleet for sale

Various assortment from 15 to 66 reg.

Serviced to manufacturers specifications

Please call 07342 060 606

TXE'S TO RENT JD TAXI COMPANY

TXE's available to rent now inc brand new 24 plates

- Different payment options available
- 3 weeks payment holidays
- Breakdown cover
- Best rates

Call 02073838383 / 07956399369
 info@jdtaxico.com

Have to sell your cab? Too old for London?

Buying TX4s & Vitos

London Buyer, same day collection

Call James – 07931 964857

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 _____

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



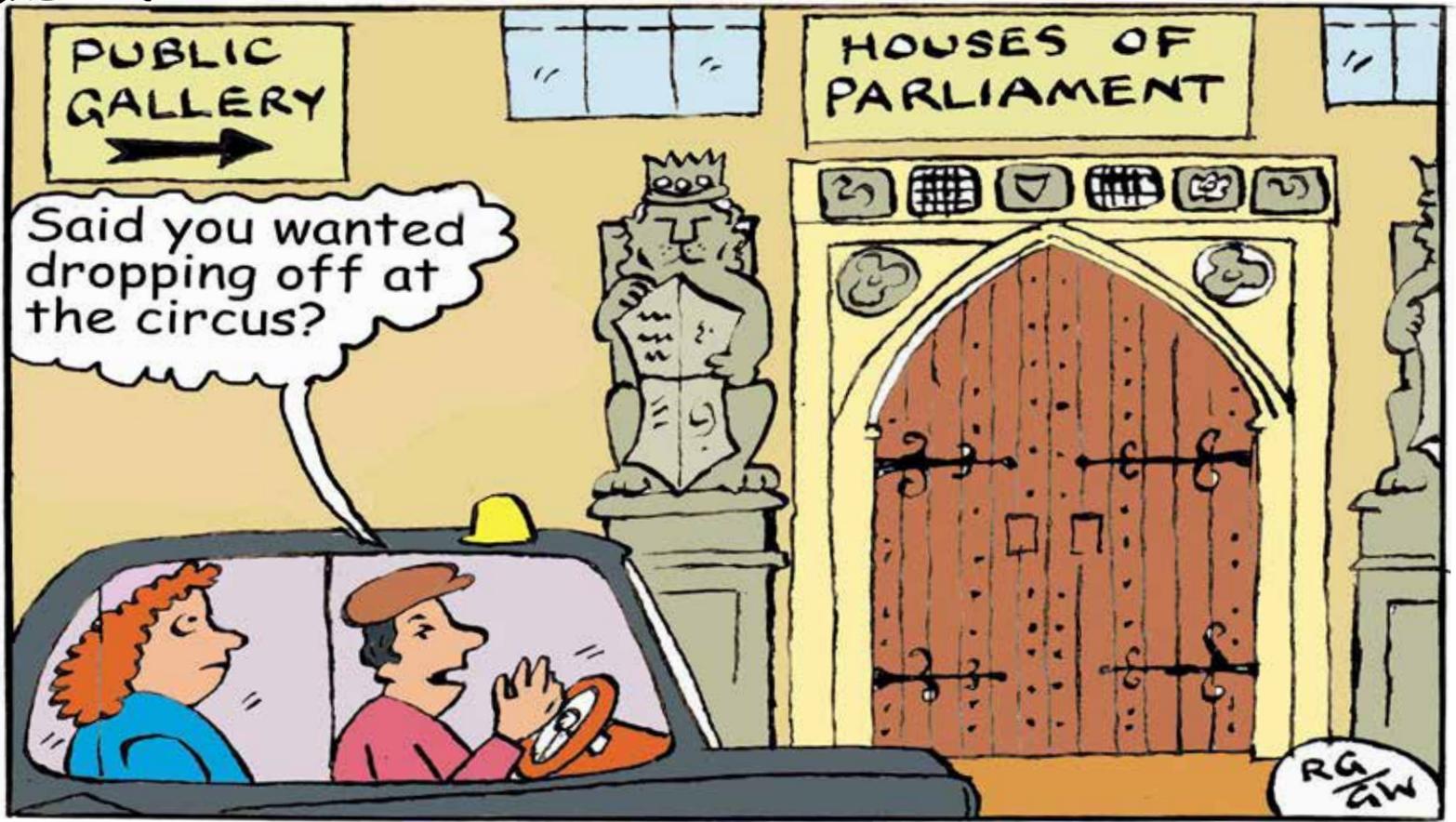
- This Guarantee is offered by all banks and building societies that accept instructions to pay Direct Debits.
- If there are any changes to the amount, date or frequency of your Direct Debit LTDA will notify you (10 working days) in advance of your account being debited or as otherwise agreed. If you 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:





Cabbie's Cartoon



30

PUZZLER ANSWERS



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

Crossword

Copyright Puzzler Media Ltd - www.puzzler.com



Sudoku

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

Futoshiki

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

Wordwheel

SOLUTION: TWENTIETH

All words: Hewn, hint, teeth, tenth, thee, then, thin, thine, tithe, when, whet, whine, white, whiten, with, TWENTIETH.

Word targets: Excellent: 14, Good: 11, Target: 8, Kids: 8



NEED TO RENT A CAB?

TX4s
AVAILABLE
TO RENT
FROM £240
PER WEEK

TXEs
AVAILABLE
TO RENT
FROM £335
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 TO MAKE THE MOST OF THESE AMAZING DEALS

📞 0208 807 7931

📷 Blacktaxirentals



🌐 www.blacktaxirentals.com

✂ rentalstaxi

✉ info@blacktaxirentals.com

📘 blacktaxirentals

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

FREENOW ✓
The Mobility Super App

WE'VE GOT YOU COVERED

WE'VE PARTNERED WITH **ONSI** TO PROVIDE
ALL **FREENOW** BLACK CAB DRIVERS ACCESS
TO A UNIQUE INSURANCE PACKAGE AND
EVERYDAY SAVINGS

FEEL FREENOW **FEEL FREENOW** FEEL FREENOW

BENEFITS INCLUDE:

- ✓ **ACCIDENT
AND SICKNESS
INSURANCE**
- ✓ **COMPASSIONATE
AND PARENTAL
LEAVE**
- ✓ **FOOD AND FUEL
DISCOUNTS**
- ✓ **CASHBACK
REWARDS CARD**



**DRIVE
WITH FREENOW**

*Conditions apply

