

TOWER HAMLETS TO REMOVE LTNS
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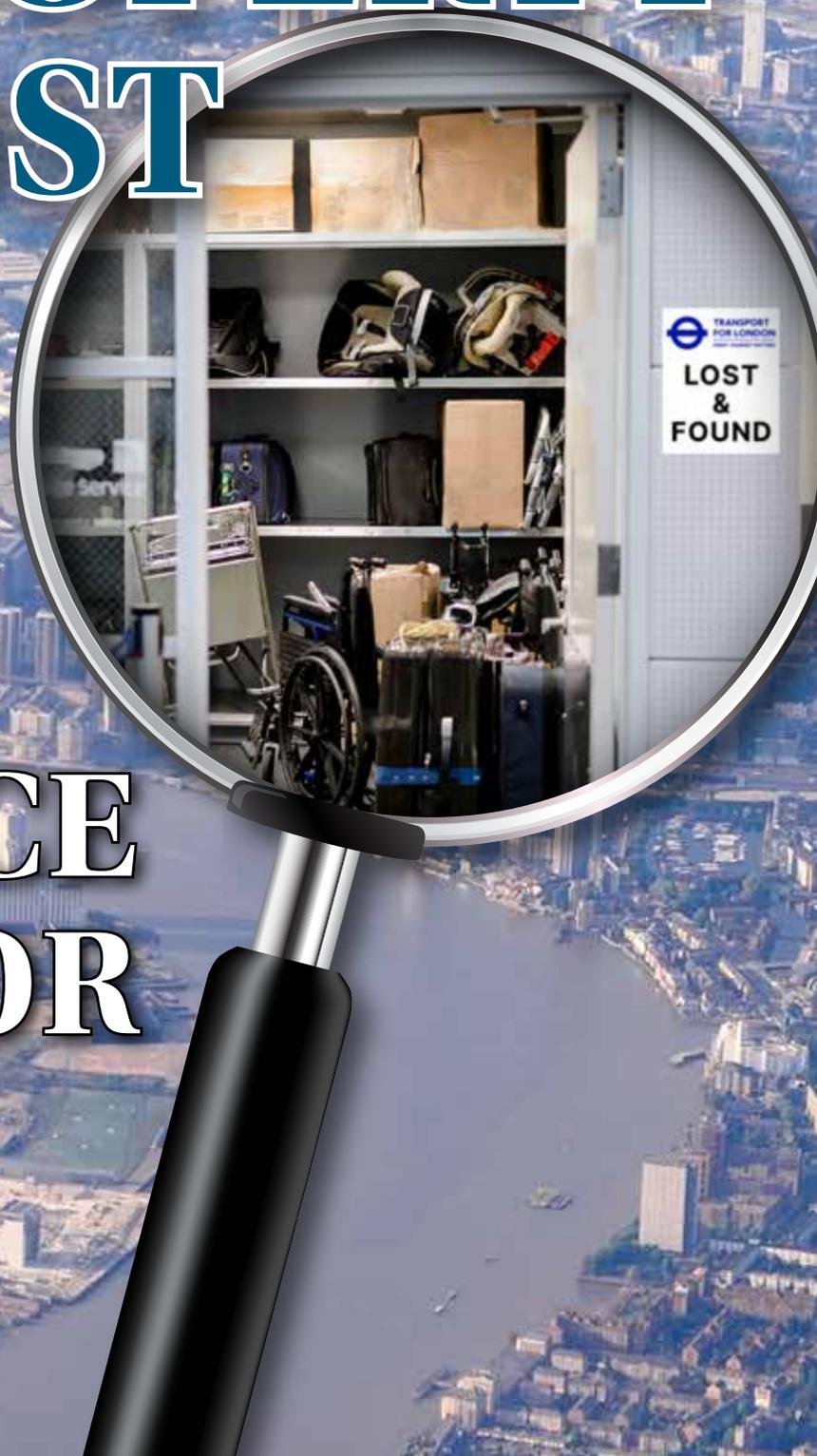
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TO THE SKIES Page 24 & 25



26th September 2023 #550

LOST PROPERTY GETS LOST

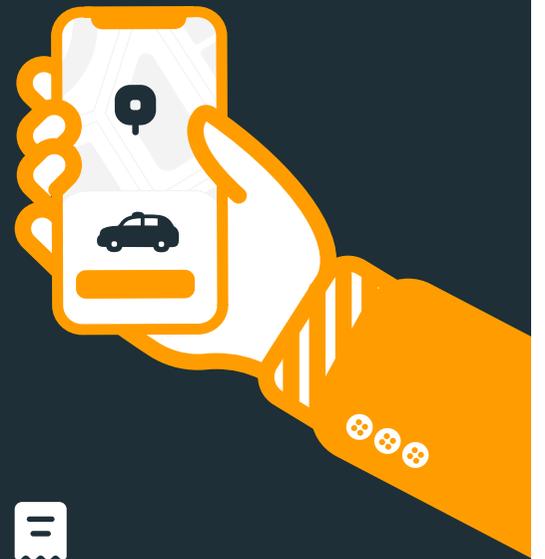


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Puzzler answers

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NEW EU RULES COULD SEE UBER PULL OUT OF EUROPEAN CITIES

Uber has warned that new proposals being considered by the EU for gig economy workers to be classified as 'de facto employees' could see the app cease operations in "hundreds" of European cities. Anabel Díaz, head of Uber's European mobility division, also warned the plans could see Uber's prices rise by up to 40 percent in some European cities. No surprises here! Once again Uber's business model has been exposed for what it is and in the face of proper regulation the company is throwing it's toys out of the pram and threatening price increases.



BLACKWALL TUNNEL CLOSURE

TfL has warned drivers that the Blackwall Tunnel will be closed southbound across the weekends of 30th September - 2nd October, and 7th to 9th October to allow for completion of works to the new southbound carriageway layout as part of the Silvertown Tunnel works. There may also be some weeknight southbound closures between 2nd and 6th October, depending on progress made during the weekend closures. The Tunnel will remain open as usual northbound during these periods.



TYRE COMPANY ENSO ANNOUNCED AS EARTHSHOT PRIZE FINALIST

London-based specialist Electric Vehicle (EV) tyre technology company ENSO, has been named as one of the 15 global finalists for the prestigious environmental award, The Earthshot Prize. ENSO is developing tyres for electric taxis and other EVs that reduce harmful tyre pollution, whilst improving durability, performance and maintaining a cost-effective product for consumers. Launched by Prince William in 2020, The Earthshot Prize aims to discover and help scale the world's most innovative climate and environmental solutions to protect and restore our planet.

As the world's only certified B Corporation tyre manufacturer, ENSO's ultra-energy-efficient tyres have already achieved 'A' energy efficiency ratings and are now helping EV taxi and delivery fleets in London reduce their environmental impact and increase their vehicle range.

TURNING RIGHT MOST DANGEROUS MANOEUVRE FOR BRITISH DRIVERS

Turning right is the most dangerous driving manoeuvre resulting in the most collisions in the UK, according to a study by *Forbes Advisor*. The study used data from the Department for Transport's 2021 annual report on reported road casualties in Great Britain from 2012 to 2021 to determine which manoeuvres resulted in the most collisions for each type of vehicle. Cars had the greatest number of collisions on British roads in each year from 2012 to 2021. The manoeuvre that resulted in the most collisions was turning right, with 186,009 recorded collisions. Slowing or stopping resulted in the next most collisions, with 130,709 recorded in this time period. With 112,755 recorded incidents, the third most common cause of collisions was vehicles being held up while waiting to go.



TOWER HAMLETS TO REMOVE CONTROVERSIAL LTNS

The Mayor of Tower Hamlets, Lutfur Rahman, has announced that some of his Borough's Low Traffic Neighbourhoods (LTNs) will be removed, pledging to find "less divisive ways to achieve clearer air." LTNs in Columbia Road, Arnold Circus, near Brick Lane, and Old Bethnal Green will all be removed. A road closure in Canrobert Street will be retained. Speaking at a meeting of the Council's cabinet, the Mayor said "While LTNs improve air quality in their immediate vicinity, they push traffic down surrounding arterial roads, typically lived on by less affluent residents. They are also a barrier for families to get around in what is the most densely populated place in the country. The result is division." The London Ambulance Service and the Fire Brigade had raised concerns about the impact the schemes have on response times.

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Lost Property? Get Lost

The burden shouldn't be completely on drivers, forcing them to go miles out of their way and take time out to drop lost property in the outer reaches, as we all know, time means money.

Steve's comment

I have written to the Commissioner of the Met Police, Sir Mark Rowley, setting out our concerns about the Police refusing to take lost property from cabbies, who are frequently turned away when they try to do the right thing and as they are legally obliged to.

As most of you will know by now, TfL's Lost Property Office on Pelham Street is now closed, with a new office located all the way out in West Ham. In the period between the Pelham Street office closing and the new office opening, TfL were advising drivers to take lost property to the nearest London police station, but too often we hear that the police refuse to accept it, and this is wrong.

Inconvenient

With the new lost property office located so far out of central London, it's likely drivers will need to make use of police stations more often, as it will be far more convenient. A driver working out at the airport and living in somewhere like Slough, would probably have to drive for a good two hours in London traffic to drop something off at the new office in West Ham – making a four hour round trip!

The office is also only open for six hours a day, on weekdays

only, so it's not exactly convenient and what are night drivers expected to do? Most drivers will go out of their way to reunite a passenger with their property if they can, returning to where they dropped them or going back to a hotel or restaurant to try to get put in contact, but that doesn't always work out. The burden shouldn't be completely on drivers, forcing them to go miles out of their way and take time out to drop lost property in the outer reaches, as we all know, time means money.

System broken

At the LTDA, we already spend a lot of time dealing with frantic enquires from members of the public desperately trying to retrieve their lost belongings. We are constantly being asked to tweet about missing phones, lost laptops and forgotten bags.

As cabbies will know, it's surprising just how often people jump out without thinking, leaving their belongings, only to realise as they watch the cab drive off into the sunset. We've seen it all. Most recently, the tragic case of a man, who left an urn containing his son's ashes in a bag, in the back of a cab, which sparked a police and media appeal to find the bag.

If you ask me, it's clear we need a better system to deal with lost property and using police stations has to be part of this. ■ LTDA

Licensed Taxi Drivers Association Limited, TAXI HOUSE, 133 Great Suffolk Street, London SE1 1PP
Tel: 0207 2861046 Fax: 0207 2862494 Web: www.ltda.co.uk

18th September 2023

Property Left in Cabs

Dear Commissioner,

I write seeking clarification on property left in cabs being accepted by police stations. My understanding has always been that ALL police stations accept property, record it in Book 49, give the driver a receipt and forward the property to Transport for London's Lost Property Office.

In fact, it is a legal requirement that taxi driver's hand in property left in taxis, as soon as possible, and certainly within 24 hours, a requirement my members are struggling to comply with, as often your officers and civilian staff refuse to accept property. I am also told that there are some police stations with notices incorrectly displayed stating that they do NOT accept property left in cabs.

I would therefore ask that you clarify the situation in writing, in order that I can share the letter with my members, who in turn could show it to police staff were they to refuse to accept property from taxi drivers.

Yours sincerely,

Steve McNamara
General Secretary

STEVE McNAMARA
General Secretary

PAUL BRENNAN
Chairman

RICHARD MASSETT
Executive

ANTHONY STREET
Executive

Co-operative & Community Benefit Society No. 21472R

«StarDome:offender:Full Name and Address»

Date of birth: «StarDome:offender:DOB» Date: **Insert Posting/Issue Date**

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Your case will then be reviewed by the court and you'll get a letter within 6 weeks.

<p> Plead online gov.uk/make-a-plea It's quick and easy You'll receive a confirmation email</p> <ol style="list-style-type: none"> Read the Charge Sheet on page 2 of this notice Go to gov.uk/make-a-plea Read the 'Before you start' instructions Click 'Start now' and enter your URN/Case number as shown on the top of this page. 	<p> Plead by post You need to pay correct postage and allow enough time for delivery</p> <ol style="list-style-type: none"> Read the Charge Sheet on page 2 of this notice Go to the 'Make your plea by post' form Check your details in section 1 Tell us if you are guilty or not guilty in section 3 Sign the declaration in section 7 Provide your financial information in Section 8 Send the form to: Bromley Magistrates' Court The Court House, London Road Bromley, BR1 1RA
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Dealing with police correspondence

With so many LTDA members receiving correspondence from the police, everyone here at Taxi House has become fluent in the acronyms and form numbers used by the police and courts system. We talk a strange language of 172s, NIPs, COs and SJPNS and we often forget that most members have no idea what any of these are and may feel like they need an interpreter!

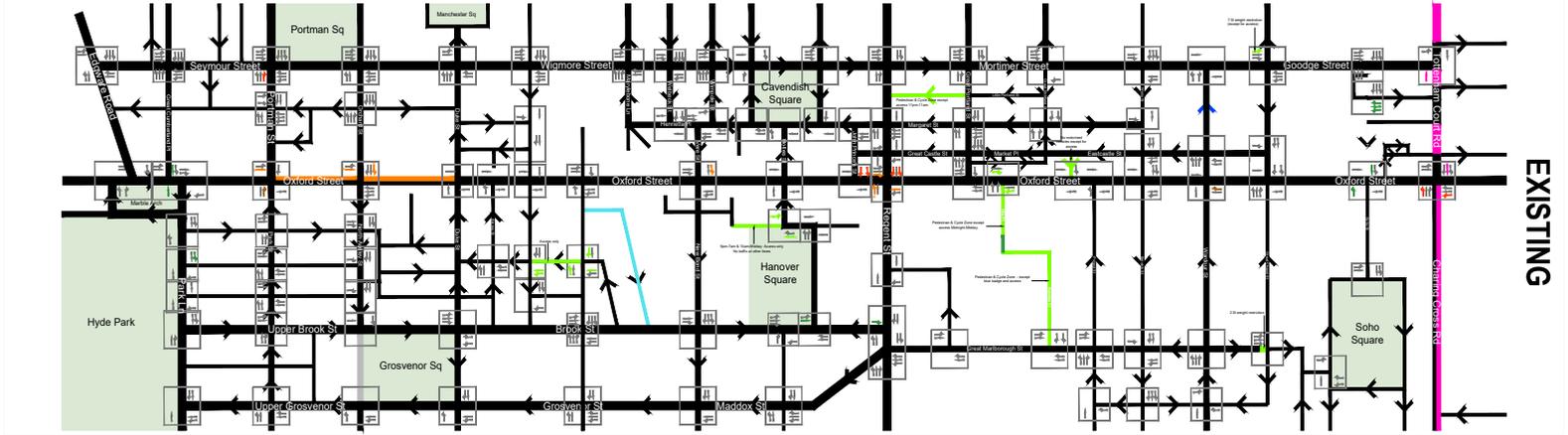
Just recently, we have seen an explosion of Single Justice Procedure Notices (SJPNS), which are basically a court summons, being sent to members, who have already accepted a Conditional Offer (CO) from the police and paid the

£100 fixed penalty. Some of these drivers had subsequently not sent the necessary documentation back, but many had and were being unfairly prosecuted again! Fortunately, most of these can be sorted, and that's exactly what we do. However, if you do get a Notice of Intended Prosecution (NIP), a request for details of the driver (Form 172) or a conditional offer, and you are unsure how to fill these forms in (some of them are not easy), please either call, email or come into Taxi House and we will help. Far better to get advice or help at this stage, than find yourself facing court and a heavier fine and all that comes with it later on! Be lucky. ■ LTDA



Another 'New Vision' for Oxford Street

It will cause considerable upheaval, but it's the first scheme I've read, in what seems like a lifetime, that does not appear to be written, by cyclists for cyclists.



EXISTING

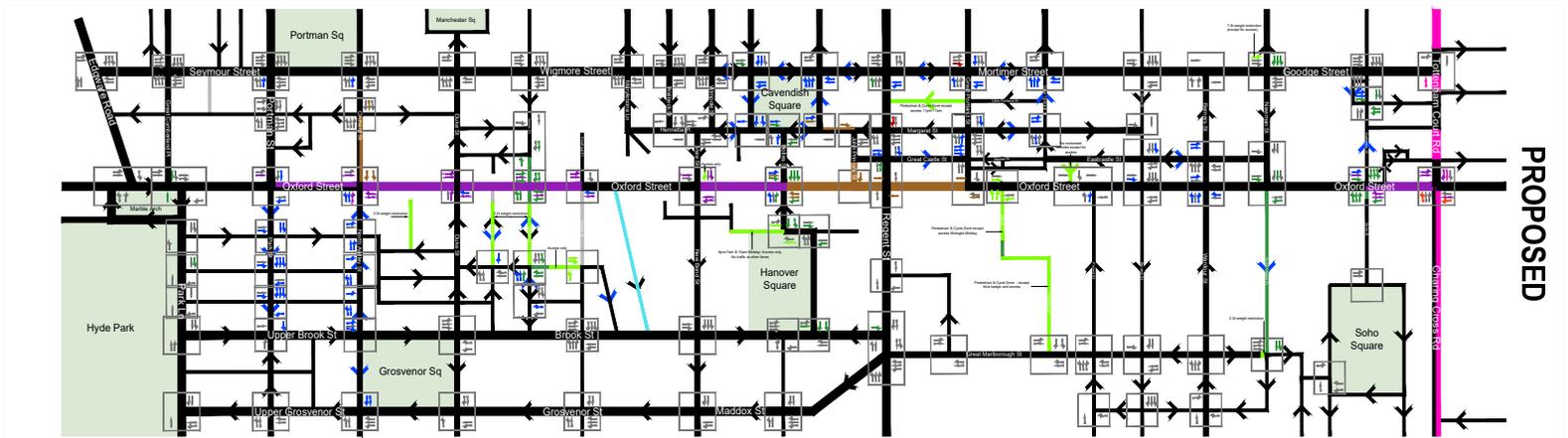


Permitted Traffic Movements

Ref: 6993/05/039 11/07/2023 Rev: 1.1

City of Westminster

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PROPOSED

Top rank

At first glance, you might think the image above is an electrical circuit plan but it's not, it's actually the current and proposed traffic movements for and around Oxford Street, as part of yet another set of new plans being developed to make changes in the area.

Motorists in mind?

I have to read, digest and respond to many traffic orders

<p>KEY:</p> <ul style="list-style-type: none"> ■ Current permitted movement ■ New permitted movement ■ Cycle only movement 24hrs ■ Bus only movement 24hrs ■ Bus, taxi and cycle only movement 24hrs ■ Bus and cycle only movement 24hrs ■ 7am-7pm Mon-Sat: Bus, taxi & cycle only ■ 7pm-7am Mon-Sat: All vehicles 	<ul style="list-style-type: none"> ■ 7am-11am: Access only, No traffic at other times ■ Midnight-11am: Access and cyclists only ■ Cycles only at other times ■ 8am-7pm: Bus and cycle only ■ 7pm-8am: All vehicles ■ Specific local restriction 	<ul style="list-style-type: none"> ■ 7am-Midday: Bus, taxi, cycle and goods vehicles ■ Midday-7pm: Bus, taxi and cycles only ■ 7pm-7am: All vehicles <p>* Restriction applies only for certain times of day</p> <p>■ Roads closed to traffic</p>
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and road schemes as part of my job for the LTDA and whilst this new scheme is far from perfect (and will cause some considerable upheaval), it is the first I've read, in what seems like a lifetime, that does not appear to be written,

by cyclists for cyclists, with no regard for anyone and everything else.

Now, before you all look at the plan and think I've completely lost the plot, remember I did say it's far from perfect, and the scheme

itself does cover other areas as well. There are things that need to be changed to keep traffic flowing. It's also fair to say the proposed changes will lead to quite a bit of head scratching, as we first attempt to navigate them should they



materialise, and as we have to decide which route will be the best suited for the journey being undertaken.

A 'new' vision

The overall scheme currently labelled 'A new vision for Oxford Street' is all about *"ensuring that Oxford Street is a great place for shoppers, tourists, workers and local residents through the creation of a dynamic and sustainable environment and an enhanced public realm that strengthens the global status of the street"*. Those with a

keen eye will notice that both Park Street and North Audley Street will have a change in traffic flow direction – Park Street changing to southbound and North Audley becoming northbound. You may also notice that at Oxford Circus there are no permitted turns from either Oxford or Regent Street into the other, with ahead only movements permitted by all traffic. This is not ideal. It is however surely a better option / outcome than the previously proposed scheme, which was to have the complete closure

and pedestrianisation of Oxford Circus?

Other planned changes

What the complicated diagram doesn't show, is that between Wimpole Street and Great Titchfield Street, Wigmore Street, Cavendish Square, Cavendish Place and Mortimer Street, will all become two way and the East and West sides of Cavendish Square will see a 180 change in direction of movement.

Likewise, the diagram does not show the intention to completely remove the taxi

rank immediately outside Selfridges on Oxford Street, with alternatives of a new proposed rank in Orchard Street by the food hall and the extension from three to eight spaces of the rank on Duke Street. We will be pushing back on this strongly and asking for the Selfridges rank to remain in place, but it will be a nigh on impossible task due to the constant over ranking and questionable manoeuvres made by some. Many had warned the culprits that if it continued, we would lose the rank, but they cared not.

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Raising issues

There are other points we have already and will continue to make to Westminster City Council (WCC), about this scheme and issues arising in the surrounding area. These are as follows.

- It is vital that licensed taxis have a clear presence on Oxford Street.
- We welcome the measures which give taxis the same access as buses and cyclists like those between Cavendish Square East and John Princes Street and would argue that taxis are given the same access as buses as part of any measures introduced.
- Access to Soho Street and the permitted left turn onto Oxford Street should remain in place in any future scheme.
- We are concerned that there are limited southbound routes when picking passengers up from a location between Oxford Circus and Tottenham Court Road and would encourage WCC to look at this again. We would ask that taxis are allowed to turn right from Oxford Street into Charing Cross Road down to Cambridge Circus and turn left or right into Shaftesbury

Avenue, in the same way that buses and cycles are currently able to do so.

- We recognise the objectives behind reversing Rathbone Place so that vehicles can move away from Oxford Street and avoid the restricted sections, however this displaces traffic onto alternative narrow streets. We understand that the restrictions on Tottenham Court Road are within the purview of the London Borough of Camden, however it would make much more sense for Tottenham Court Road to be used and we would encourage WCC to try to work with Camden to that end.
- To be effective, ranks need to be easily accessible and highly visible to potential passengers. Some proposed additional ranks space like those on Duke Street and Orchard Street are not a suitable substitute. For example, the rank on Orchard Street is situated behind a bus stop with an obscured view and would be difficult to see from Oxford Street. Also, because the ranks are situated on side streets, it makes them difficult to see from Oxford Street itself, especially with members of the public only able to see the back of cabs and not the for hire lights, to see if a taxi is available. ■ LTDA



Support Saves Licences

In the last month alone, more than a dozen cases where a driver's licence is under threat as a result of these changes have landed on my desk.



as bus drivers and potentially taking away the livelihood of someone, who may have made a single mistake or minor lapse in judgment.

If you are not member, fill out the application form in this paper or join online today. Alternatively, to find out more you can contact us via email on info@ltda.co.uk or call 0207 286 1046. In the meantime, remember to always keep your phone in a cradle, never in your hand, and be safe out there. **TAXI**

Knowledge is power

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As most readers will know, at the LTDA we take many calls from members, on a daily basis, who need help with an issue that could potentially impact their taxi licence and take away their ability to earn a living.

What we do

Support officers like me take members calls or meet with them at Taxi House, to help with anything from licence renewals and medicals to PCNs and completing statutory declarations, as well as more complex legal matters, where our team of legal experts get involved. Whatever the issue, our team will go the extra mile to make sure we get the answers members need or to resolve an issue on their behalf.

If you are reading this thinking, 'not me I can do this kind of thing myself' or 'I never get PCNs' and don't need to be a member of the LTDA, I would advise you it's time to think again. The hottest and probably most controversial topic in the trade and an issue that still has everyone rightly worried, continues to be the changes to TfL's Taxi and Private

Hire Driver Policy, which mean that a driver could all too easily lose their Bill and with it their livelihood. In the last month alone, more than a dozen cases where a driver's licence is under threat as a result of these changes have landed on my desk.

Licence suspension or worse

Under the new and let's face it draconian policy, one of the most common reasons that a licence could be revoked or suspended is being convicted of a single mobile phone offence, which results in six penalty points. This is not just for those deserving few found driving along casually using their phone, but it can be whilst stationary in traffic, on a rank, or at the traffic lights.

Another is driving too close to a cyclist, which could be deemed by the police as 'driving without reasonable consideration', and if convicted you could be given between four and six penalty points. Then under the new policy, TfL could revoke your taxi licence. Even if you receive less than six points, simply being convicted of such an 'major' offence means TfL can shockingly suspend your licence for a period of months.

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

licence refusal and no further licence application would be considered until seven years from your last offence. A major offence would be any driving offence that carries six points or more. Any driver who has accumulated 12 points, could also have their taxi licence suspended for six months, regardless of whether they are disqualified from driving by the court.

With many drivers still recovering from the Pandemic, what was probably the worst financial times of our lives, with big debts and worries, possibly big taxi finance on top, all amid a cost-of-living crisis, the last thing a driver needs, is the threat of losing their licence and livelihood.

Safety?

TfL insist these changes are all about passenger and public safety, but in my opinion, there are many much more pressing safety issues which need addressing. How about clamping down on the extremely dangerous riding behaviour of many cyclists, who continually disregard red traffic lights and many other rules of the road 24/7, but that's a whole different article... Instead, they are targeting professional drivers in one specific sector, ignoring the other drivers they employ indirectly, such



Kirby's PCN Hotspots

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

Yellow Box Cameras

- All along Piccadilly
- Park Street/Green Street W1
- Vauxhall Cross
- Shepherd's Bush Green (Westfield)
- Hans Road (Rear of Harrods)

Camera PCN Enforcement

- Harrods (Brompton Road) Over-ranking
- Tottenham Court Road
- Sopwith Way (Chelsea Bridge) 15 min stay only
- Cornhill (coming from Leadenhall Street)
- Bath Street EC1 No Motor Vehicles 24/7
- Wilton Road, Victoria Station Over-ranking
- Edgware Road W2 Red Route

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Twenty's Not Plenty

With more 20mph speed limits set to be introduced across London and 20mph becoming the default speed on Welsh roads, what does it mean for drivers and whatever next?

National correspondent

The expansion of 20mph zones across the UK has been the big news affecting motorists over the last few weeks (before the ban on the sale of petrol and diesel cars was pushed back that is), once again leaving drivers feeling under attack, with many questioning the motivation for these measures. Here's a look at what's happening in London and beyond.



TfL to expand 20mph zones across London

If you haven't already heard the news, Transport for London (TfL) will be introducing a further 65km of new 20mph speed limits within the Royal Borough of Greenwich, the Royal Borough of Kensington and Chelsea, Lewisham, Southwark, Wandsworth, Merton, Bromley and Lambeth.

The new speed limits will be introduced in stages over the last four months of this year, in a bid to make London's streets 'safer'. Lowering speed limits is a key part of the Mayor's Vision Zero goal to eliminate death and serious injury from London's transport network and to enable more walking and cycling in the capital.

The sceptics amongst us will also suggest it helps the Mayor and Met Police issue more speeding fines and penalty

points to drivers, as he looks to achieve his annual target of one million prosecutions. There were 263,000 issued in 2020 and 360,000 fines dished out in 2021, so something has to ramp up to reach that lofty target.

In the past, speeding hotspots would have meant a physical change in the road structure first and foremost. Speed bumps and narrower width restrictions, designed to reduce speeds where the risks were high. But I guess cyclists don't like speed bumps, as that'll also slow them down... I mean... can you imagine the uproar should speed bumps go in around the Regent's Park Velodrome, also known as the Outer Circle? Also, and perhaps key to the argument, no revenue can be made landscaping the roads to reduce speeds and improve safety in speeding hotspots.

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Wales goes all in at 20mph

The UK's first 20mph zone was brought in at Tinsley in Sheffield in 1991. Last year, Wales voted to become the first nation in the UK to adopt 20mph as the default speed limit on all restricted roads. This follows Spain, where a similar change to 30km/h (18.6mph) was made in 2019.

The enormity of the changes is now starting to hit home for those working in the Welsh cab trade. Denbighshire County Council's licensing committee is already discussing the possibility of increasing taxi tariffs in response to fears from taxi firms regarding the upcoming reduction in speed limits.

Taxi drivers shared concerns with the Council that the reduction in speed limit will lead to longer journey times and the ability to service fewer customers, and since tariffs are heavily based around the distance travelled, the driver will earn less per hour, as they will be covering fewer miles.

The Welsh taxi drivers have a fair point. If the speed limit drops by at least a third, it will have a massive impact on the trade. At a time when in many regions, authorities are struggling to recruit new hackney carriage drivers, how does a policy that reduces the number of journeys a taxi can make in a day, help with national productivity, servicing the nighttime economy and promoting women's safer travel at night?

These changes will affect everyone. Fewer callouts for plumbers can be turned over,

meaning higher prices for the punter. Less deliveries being made to stock retail shops each day. Everyone's life is about to become even more expensive during a cost-of-living crisis.

The new Welsh 20mph limit may also impact the speed police travel to emergencies, according to a leaked email. A senior South Wales Police officer said it would have an "influence" on how fast police can travel and may affect how they respond. However, since the leaked email, Assistant Chief Constable, Mark Travis, has stated that he now believes response times will not be affected. But of course, it will, it's surely just a fact. Slower moving heavy traffic in cities where cycle lanes and narrower roads are prominent, makes it that much more difficult for driver to pull over to allow emergency vehicles through anymore.



Calls to lower threshold for speeding prosecutions

If that's not enough, to make matters potentially worse, road safety motoring groups have welcomed a new proposal for drivers to face fines for going over speed limits by just 1mph. The All-Party Parliamentary Group (APPG) for Cycling and Walking, made up of cross-party MPs and peers, will call for tolerances in the enforcement of speeding to be removed. Most police forces currently have a tolerance of 10 percent plus 1 or 2mph above the limit before drivers face prosecution for speeding.

But remember, all of this is not about the money or wanting to reduce the number of motorists... **TAXI**

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European Taxi News

Germany gets rid of their last Mercedes cab, Catalan protests and super strict EU laws...



evenings, one would be organised by the star brand and the other by Volkswagen, royally wining and dining trade representatives.

Friends no more

Well, it seems the above sentiment has changed, very much against the favour of Mercedes. Apparently, Mercedes-Benz and the German taxi trade are friends no more.

A statement from Taxi Holl read: "When company founder Edeltraud Holl in 1973 got into her first Mercedes taxi, a 200D/8, she probably didn't think that 50 years later the car manufacturer would turn its back on their most loyal customer group."

By then the company, which is active in a large area around Baden Baden in SouthWest Germany, had bought 139 Mercedes cabs of which 85 are E-Class. Countless Sprinter and Vito models also joined the fleet. The main problem is that from 2024, Mercedes will no longer give its calibrating OK for retrofitting E-type models with taximeters. It seems to have said goodbye to the taxi and limousine market altogether.

Only fully electric Mercedes vans as taxis

"We always hoped for an electric taxi in the Mercedes-Benz range, but that was never on the cards," says Sebastian Holl, who is in charge of Holl's fleet management. "We were only able to purchase fully electric taxis from Mercedes in the van sector."

Two weeks ago, the time had come. The last Mercedes-Benz E-Class was sold to a used car specialist with over 274,000 km on the clock, to be replaced by Tesla Model Ys. ■ **TAXI**

International correspondent

12

On 5th September, angry Barcelona 'taxistas' took to the streets against a massive €123,000 (£105,716) fine for the Elité Taxi Barcelona union.

Hundreds of distinctive black and yellow cabs occupied the Gran Via in central Barcelona in a 'slow march' against the fine imposed by the Catalan Competition Authority (ACCO) on the largest taxi union in the Catalan capital. It is potentially very damaging for the union. Elité has been a vocal opponent of the city's Uberization since Uber first tried to enter Barcelona in 2014. The platform is now on its third try. In June, the European Court of Justice (ECJ) slammed Barcelona for its extremely tight regulation of PHVs "contrary to EU law".

EU's strictest laws

Barcelona has one of the EU's tightest laws governing PHVs. All PHV services must obtain an additional licence before providing a service. Moreover, the number of licences is capped at one-thirtieth of the taxi service licences. Two PHV-companies sought the annulment of these laws before a national court, on the grounds that the local rules only existed to hinder PHVs activity and protect the interest of the Barcelona taxi industry, the

ECJ noted. 15 other companies, including international digital platforms (surprise, surprise), had filed similar complaints.

'Dual licencing'

The ECJ ruled that capping licences at one-thirtieth of the taxi industry licences not only breached the freedom of establishment but also did not help to attain Barcelona's objectives of traffic management and environmental protection. The ECJ judges insisted that other less strict measures could be implemented to achieve Barcelona's double environmental protection and traffic reduction objectives, including applying CO² emissions, limits to vehicles circulating in Barcelona and restricting PHV operation hours. Barcelona's 'dual licencing' system, however, was found to be a measure both proportional and necessary to improve traffic management and environmental protection.

Disproportionate sanctions

Competition authority ACCO claims that Elité Taxi broke competition laws by organising opposition to Uber's attempt to re-enter Barcelona in 2020. Elité Taxi is now taking the case to the Supreme Court of Catalonia, on the grounds that the fine infringes on their right to freedom of assembly.

During the demo, Elité Taxi leader, Alberto 'Tito' Álvarez,

told the media: "In Catalonia there is a political-economic court that tries to censor taxis based on disproportionate sanctions for exercising their freedom of expression." Álvarez then compared the ACCO to officials during the era of the fascist dictatorship in Spain under General Franco.

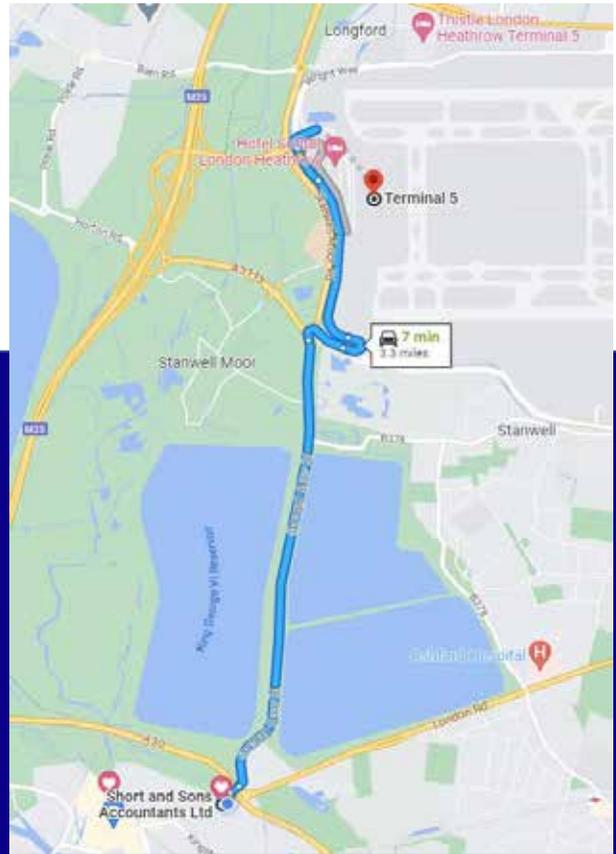
German operator ditches last Mercedes E-taxi

Don't come between a German taxi driver and their Mercedes-Benz. For years that used to be the adage in the German taxi trade. The ubiquitous taxicab was a Mercedes-Benz E-Class model, recognisable in its obligatory ivory colour code. The taxi trade, Mercedes-Benz and to a slightly lesser extent Volkswagen, were as thick as thieves. At national and international events, like the European Taxi Trade Show, both brands dominated the stand space and of the traditional two taxi party





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LTDA Members Vehicle Survey

The survey results show strong support for retaining the partition, keeping the turning circle and maintaining the iconic taxi look.

With debate about whether TfL's Conditions of Fitness should be changed gaining attention in London's taxi trade, the LTDA's most recent members survey asked drivers what features in the cab are important to them and just how important they are.

In a recent employment tribunal, a taxi driver unsuccessfully tried to claim that Transport for London's Conditions of Fitness (CoF) discriminated against drivers with disabilities because he could not afford to buy or rent a purpose-built taxi. He had wanted to licence either a Nissan Leaf, four door saloon car or a Nissan Evalia people carrier as a taxi, without a partition, wheelchair accessibility or a 24-foot turning circle. In the case, the driver was challenging TfL's refusal to allow him to use either of these alternative vehicles.

The driver lost the case, but there have been renewed calls from some within the trade to review the CoF to allow alternative vehicles to be licensed as London taxis. This comes as some drivers are increasingly concerned about the cost of the only vehicle on the market, which currently meets the CoF, the LEVC TX.

Whatever people might suggest, there are two main parts of the CoF that we know TfL will NOT review and will never be changed. One is the wheelchair accessibility requirement, and the second is the maximum emissions specification (ZEC requirement). With these requirements remaining in place, there would only be very few vehicles that could be converted into a London taxi and any vehicle suitable for conversion would have to be pure electric, and

based on a van or large MPV type vehicle.

At the present time, the only realistic candidates are the Mercedes E Vito van, a Stellantis (Vauxhall, Citroen, Peugeot, Toyota) van or a Maxus van. The base models of these vans start from £65,000, £48,000, and £40,000 respectively, with a claimed electric range of between 170 and 210 miles. As a guide, the cost of converting the previous two taxis, the Vito and the Nissan, was around £23,000, meaning it is likely the cheapest of these vans, the Maxus, would be around £63-£65,000 were it be converted and approved as a London taxi.

We asked our members to take part in an online survey so that we could understand their views and represent them effectively on this issue. We received over 1500 responses in less than a week. As you can see from the charts on the next page, the results showed that:

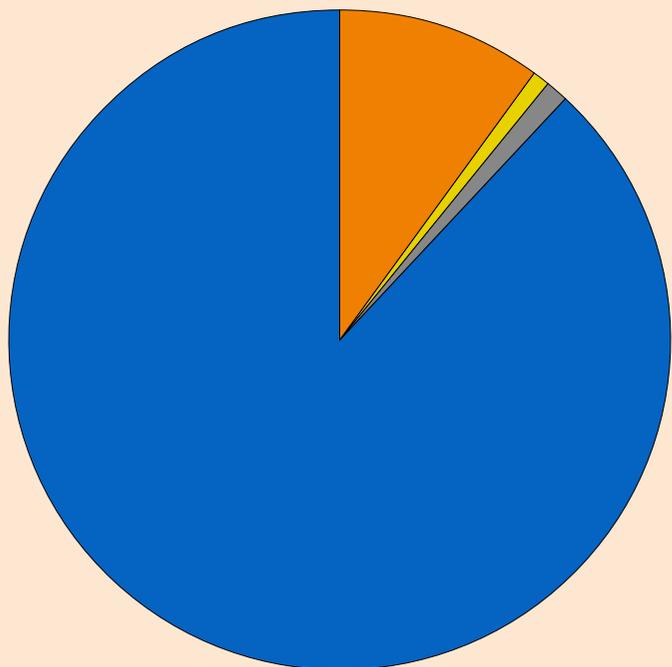
- **Nearly 90%** of respondents thought the partition was very important.
- **85%** thought the 24-foot turning circle was either important or very important.
- **90%** thought it was important or very important that any vehicle looks like an iconic London cab.
- **74%** of respondents believed that it is important that the cab has six seats.



Key

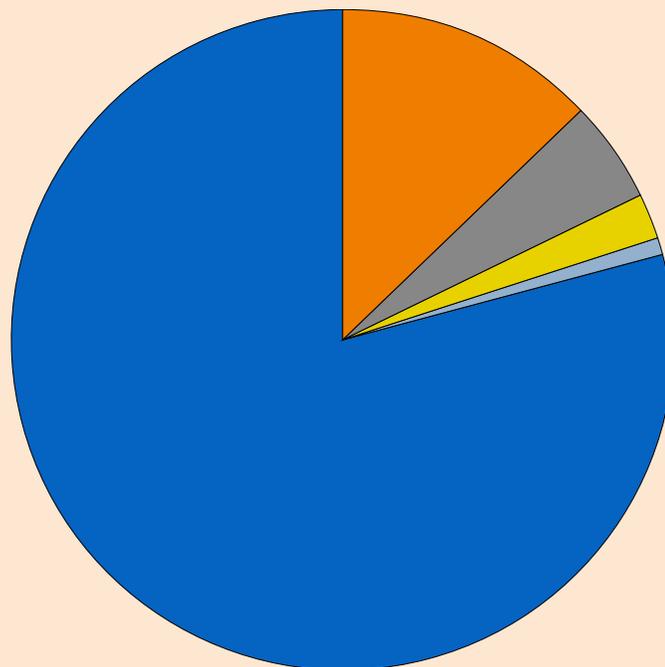
- Extremely important
- Very important
- Somewhat important
- Not so important
- Not important at all

How important is the partition in a cab?



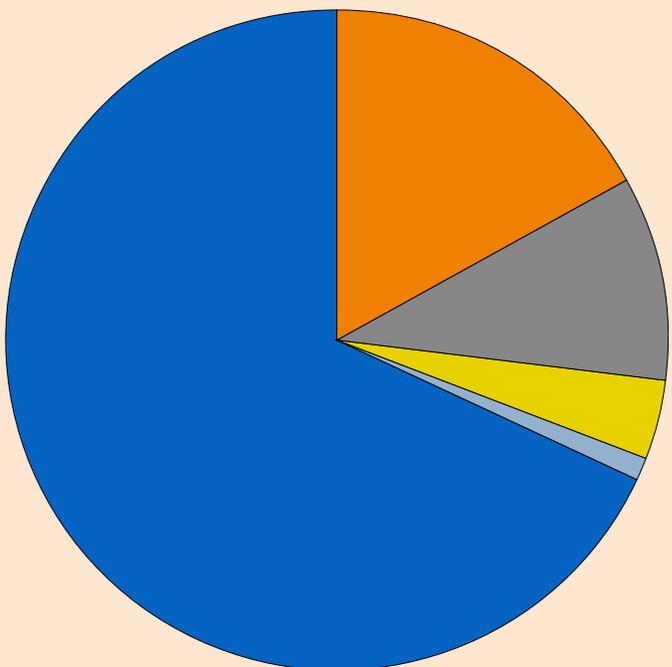
■ 88% ■ 10% ■ 1% ■ 0% ■ 1%

How important is it that the vehicle looks like an iconic London Cab?



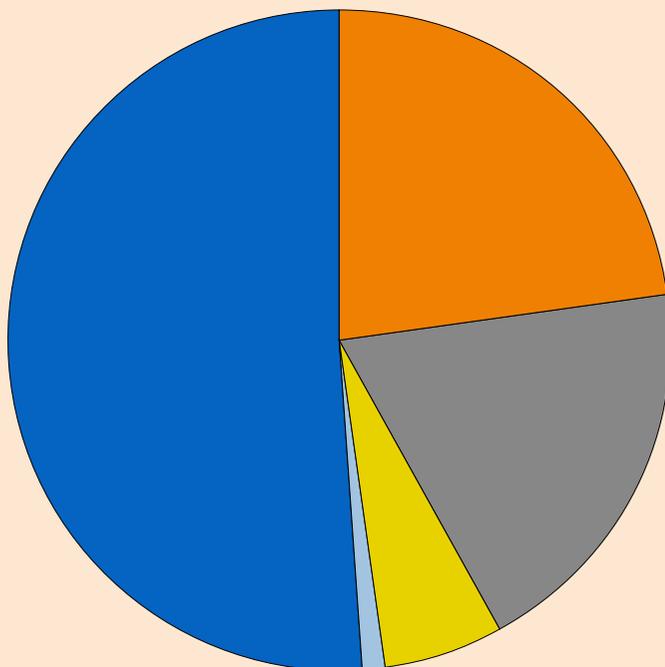
■ 79% ■ 13% ■ 5% ■ 2% ■ 1%

How important is it that the taxi is manoeuvrable (turning circle)?



■ 68% ■ 17% ■ 10% ■ 4% ■ 1%

How important is it that the cab seats six people?



■ 51% ■ 23% ■ 19% ■ 6% ■ 1%



The origins of the Pearly Kings and Queens

The Pearly Kings and Queens of London have a rich history that dates back to the late 19th century. The tradition originated with Henry Croft, a street sweeper who began decorating his clothing with mother-of-pearl buttons as a means of drawing attention to himself when collecting money for orphanages and hospitals – and so the pearly mission to support charitable organisations was born.

Croft's distinctive attire, which is believed to have developed from the costermongers that frequented London's busy streets, soon caught the public's imagination and inspired others to follow suit. As the movement grew, groups of Londoners began forming as Pearly Families, with each family adopting a particular borough of the city. These families would elect a Pearly King or Queen to represent them, following Croft's example in raising money for local charities and community projects.

The Pearly Royals would attend events and functions, wearing their iconic outfits adorned with countless buttons – sometimes in intricate patterns or as symbols of their borough.

Words and symbols, which have specific meanings, were often sewed into their garments, with a heart meaning charity and a wheel meaning the circle of life.

Today, the Pearly Kings and Queens remain an integral part of London life, serving as a reminder of London's rich history.

Ziggy played guitar... in Heddon Street

Upon first sight, Heddon Street is quite unremarkable. Sitting just off of Regent Street – between Vigo Street and New Burlington Street – this innocuous street is nothing more than a blocked-off crescent. However, did you know that this particular street is the location to one of the most famous events in rock history. It was the 1972 photoshoot for David Bowie's legendary album *The Rise & Fall of Ziggy Stardust and The Spiders from Mars*.

The shoot, which took place outside number 23, the home of K West furriers, saw Bowie posing in his Ziggy persona for the album, while the back showed Bowie's alter-ego posing inside a traditional London telephone box at the same location. It is believed that the original phone box, used for the back cover of the album, was sold to an American fan in the late '70s. K West left Heddon Street in 1991, but the sign still remains after being restored.

For many Bowie fans, the street has become as significant as the zebra crossing at Abbey Road for Beatles fans. It is widely known that Bowie himself revisited Heddon Street many times to show friend's his London haunts.



SO YOU THINK YOU KNOW

LONDON?



When's London's highest point actually not?

As you cross over London Bridge, you would be hard-pressed to not notice The Shard. At 1,016 ft in height, it dominates London's skyline like a majestic monolith, but did you know that Britain's tallest building isn't the highest point in London, that honour falls to a structure which is technically the eighth tallest in London – but how is this possible?

Crystal Palace transmitting station, which was built in the 1950s, stands at a lofty 719 ft tall – nearly 300 feet shorter than The Shard. Yet it's not the size of the structure which denotes where the highest point in London is, it's the ground it sits on: more specifically the height of that ground.

Although The Shard is clearly the taller building, the ground it sits on is only 49 ft above sea level. This puts The Shard's true height from sea level at 1,065 ft. The ground that Crystal Palace is sited on is 367 ft above it, the 16th highest point in London. Therefore Crystal Palace, when taken from sea level, sits at 1,086 ft – 19 feet higher than The Shard, from sea level to its tip.

So next time you are asked where the highest point in London is situated, it's still at the same spot as it was in 1956, when Crystal Palace first opened.

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The Quietest Month of the Year

The knock-on effect of a poor sales month, is that the number of cabs coming off, exceeded the number being licensed for the first time...



18

Cab you drive

August was the first month for a long time where sales were actually down on the preceding year. Only 61 cabs joined the ranks this August, as opposed to 82 last August.

August is always either the quietest month of the year or a close second to February, because so many drivers wait for the new plates in March and September,

although it's doubtful if this September's sales will beat the all-time record of 243 cabs, set last year.

The knock-on effect of a poor sales month, is that the number of cabs coming off, exceeded the number being licensed for the first time, so the fleet shrunk by 28 to 15,162 cabs. Everyone expects it to go back over 15,200 in September, for the first time since the pandemic.

Second-hand market

Second-hand prices are still stable, with late Euro VI Vitos still

fetching far and away more than Euro VI TX4s, as demand for late Vitos, primarily from the airport drivers, still exceeds supply. In fact, I have heard tales of a late Vito commanding more money than an early TXE, which on the face of it is nuts, but if you work the flyers, spend your time carrying four, five and six handers with loads of freight, it makes sense to try to hold onto to a Vito and pay the premium.

Taxi conversions

Interestingly, since I wrote the

piece about being careful what you wish for, as far as alternative taxis are concerned, I have had lots of conversations about what vehicles are available that could be converted into a taxi in the same way that the Vito and Dynamo were.

Virtually all of these chats focused on all the problems with the Vito rear wheel steer, the Dynamo steering gaiters and lack of working air conditioning in the back. The conversations usually finished along the lines of 'but if they could build one without all the problems and make it cheap enough it would be a success,' which only confirms what I already know - it isn't happening!

TAXI

DYNAMO	180
LEVCO	7,245
TX1	1
TX2	68
TX4	5,312
VITO	2,356
TOTAL	15,162





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What's on? WEST END

Charlotte takes a look at this month's top London shows to recommend to your passengers.

Under the spotlight



Crazy For You – Gillian Lynne Theatre ⓘ

'They don't make them like they used to!' is a phrase banded around far too often. It implies that old is better and there's nothing new to offer. This joyful production shows that phrase is only half true.

Although set in the '30s, *Crazy For You* was actually written and first performed in the early '90s. Largely based on a 1930 musical *Girl Crazy*, it also incorporated songs from other productions along the way. Chuck in some 2023 star power with some jaw-dropping staging, and you get this total wonder of a show.

It's the story of Bobby Child (Charlie Stemp), a rich man from a banking family who dreams of performing on the stage. After failing, once more, to impress theatre director Mr Zangler (Tom Edden), Bobby ends up following his mother's orders and travelling to Deadrock, Nevada, to foreclose on a rundown theatre. He falls head-over-heels for the owner's daughter Polly (Carly Andersen), yet has no time for Bobby and his city slicker ways. But maybe, just maybe, a case of mistaken identity will help Bobby win Polly's heart...

Lavish doesn't do this production justice. It's huge, with 16 orchestra members and a 34-strong cast. Stemp is magnetic and one of the reigning stars of the West End. Dripping with charm, an effortless dancer, and an incredible slapstick performer, this really is a show. Run, don't walk to see this immaculate production!



Crazy For You runs until January 2024.

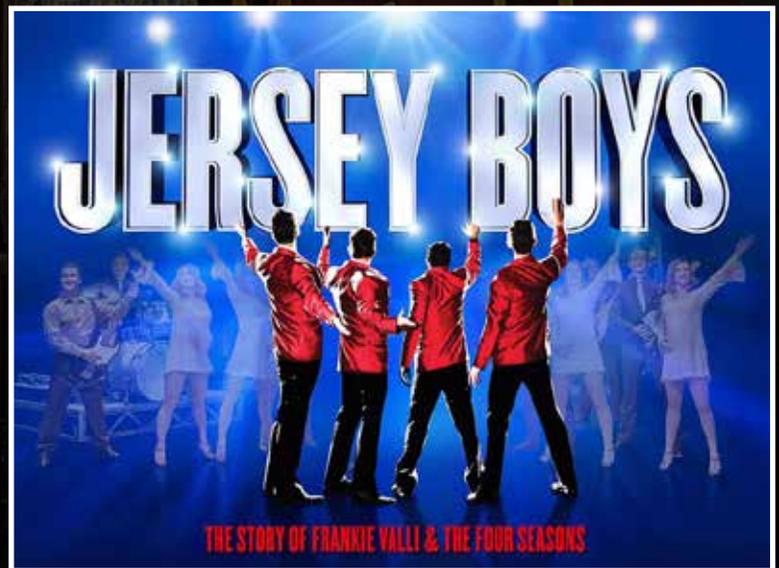
Jersey Boys – Trafalgar Theatre ⓘ

Jukebox musicals have gained a bit of an unfair reputation in recent years, mainly because some of the recent efforts have been something of a disappointment – a hodgepodge storyline interconnecting a group's biggest hits. Thankfully, *Jersey Boys* is an example of it being done right, as it places its boys at the centre, merging their interconnected stories that are the heart of the show. Told almost in a documentary-style format with four chapters – Spring, Summer, Autumn and Winter – each told by a different member of the original line-up, offering their unique perspective on their history and their music. Before they were The Four Seasons they were Tommy DeVito, Nick Massi, Bob Gaudio and Frankie Valli – three 'being somebody' gangsters (a link to *Goodfellas* is one of the show's many joyous reveals) and a one-hit wonder (Gaudio was 15 when he co-wrote the single *Short Shorts* in 1958). *Jersey Boys* follows how they made it happen, 'it' being 71 chart hits. Their story is slickly told, pacy and swift, reflected in the staging choices: the stage is empty at the start, aside from stairs and a balcony. Props and furniture slide in and out, never fixed and always moving – a true reflection of the journey the band members went on.

The talent on stage more than does justice to the rags to riches legacy of these icons who were once just 'four guys under a streetlamp'.



Jersey Boys runs until January 2024.



What else is on?

■ *Pygmalion* – Old Vic (until 28th October)

A new production of George Bernard Shaw's finny and subversive satire, with Bertie Carvel as the pretentious linguist Professor Henry Higgins, and Patsy Ferran as the rambunctious flower girl he bets he can turn into a lady.

■ *Rebecca* – Charing Cross Theatre (until 18th November)

With 22 original songs, see Daphne Du Maurier's gothic thriller in a way you've never seen it before.

■ *Private Lives* – The Ambassadors Theatre (until 25th November)

Patricia Hodge and Nigel Havers star in this pristine take on Noel Coward's comedy classic.

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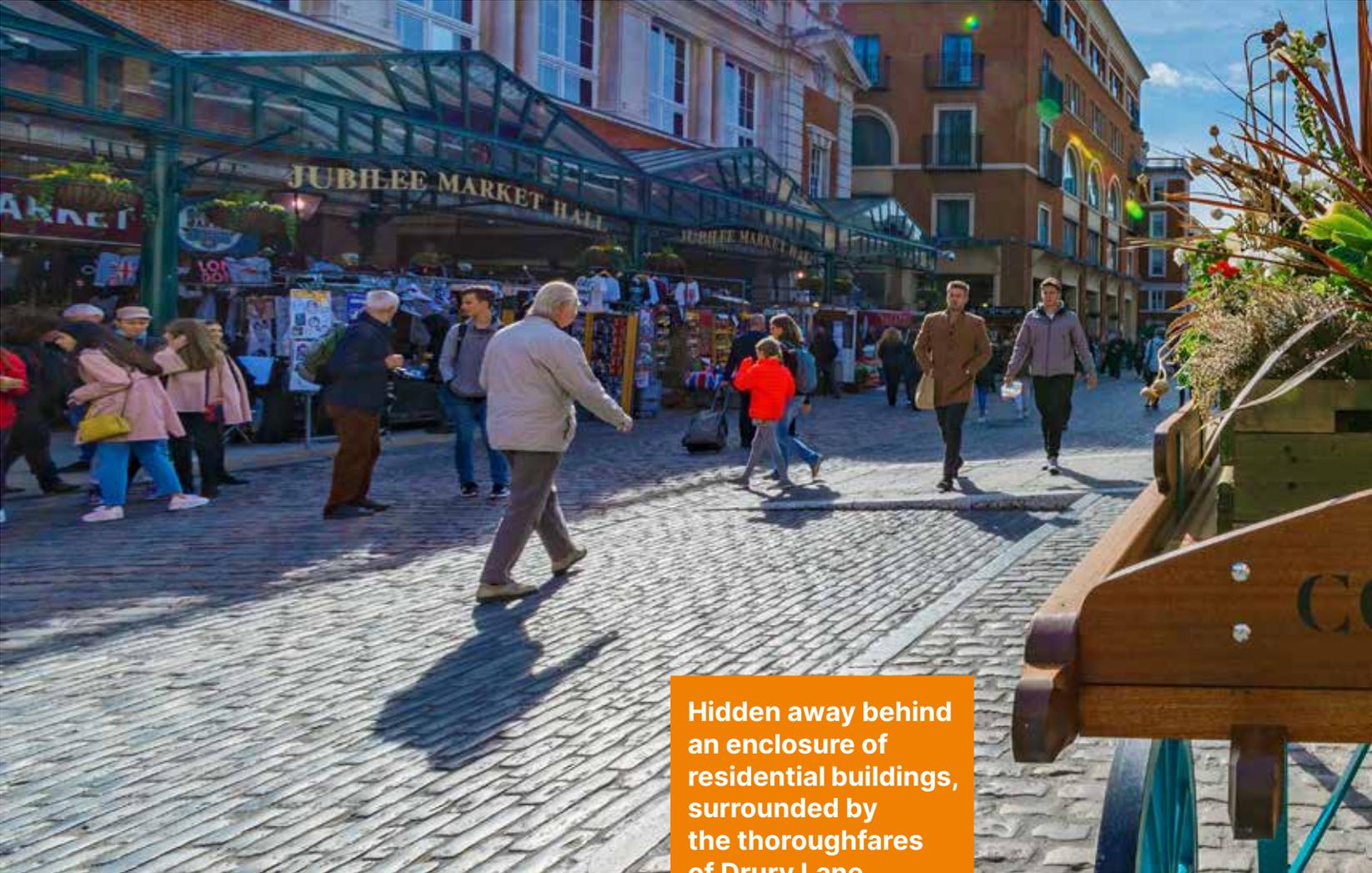


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A Passage Through Time:

We now continue our journey through Covent Garden and focus on The Peabody Trust Buildings in Wild Street.



22

Hidden away behind an enclosure of residential buildings, surrounded by the thoroughfares of Drury Lane, Kemble Street and Wild Street, are the Peabody Trust Buildings.

Footprints and Foundations

The social history of London documents the plight of its people, who have lived through two millennia. The demographic of the populace is an eclectic combination of cultures whose nationalities and religions are cemented into the London landscape. The capital is a melting-pot of nations, where new arrivals seek an opportunity for a better life.

The readership will have family ancestors who migrated from distant lands. If you trace your family roots back a few generations, it is probable they came from a multitude of countries. Most were escaping persecution and famine. In the

present day, some immigrants arrive for political and economic reasons.

The Peabody Trust Buildings can be found throughout the capital. They are the brainchild of George Peabody, an American Philanthropist who reached out to those without shelter. So let us uncover the life of a compassionate individual who offered the hand of charity.

The Wild Street Estate

Hidden away behind an enclosure of residential buildings, surrounded by the thoroughfares of Drury Lane, Kemble Street and Wild Street, are the Peabody Trust Buildings. These austere housing blocks are accessed from a narrow entrance in Wild Street. These social housing schemes provided London's poorer citizens with a place of shelter. The tenement blocks have a familiar design,

although they appear to be austere, unwelcoming and not too dissimilar to army barracks. Despite these sentiments, the working classes of the late 1800s were thankful for the provision of a roof over their heads.

The original buildings had improved amenities. The flats consisted of a small drawing room, a tiny kitchen with one or two bedrooms. Two toilets on the landing were shared between ten families. In the central area of the estate there was a building to wash one's clothes, known as a washhouse. To be a resident, one had to be employed and undergo

an intensive interview to gain entry. There were strict regulations for the residents to keep their flats in a satisfactory condition.

George Peabody (1895-1869)

Throughout my years of writing in *TAXI*, I've documented many characters who have made their mark in London. For me, it is important to remember those who affected the lives of London's lower social order. George Peabody was a man whose conscience was stirred by those in wanton need. His birth place was on the east coast of America, in the small town of Danvers Massachusetts. From a young age he showed a strong business acumen, opening a chain of dry goods stores in his early-20s. Moving into commercial activities with much accomplishment. Peabody had pursued the

George Peabody's Legacy



Government decided to honour the prestigious American by having him buried in Westminster Abbey. The ceremony was attended by enormous crowds who turned up to pay their respects.

Unfortunately, a few months later a letter arrived addressed to the Abbey Commissioners. It read: 'it will come as a surprise to you that the Will of Mr George Peabody reveals his wish to be buried in his home town of Danvers Massachusetts.' The Abbey Commissioners were completely



American dream of success. However, he realised this vision was not in reach for most of his fellow citizens. Peabody mobilised a huge relief programme across America to help the destitute. Housing, soup kitchens and educational institutes were a product of his benevolence.

London welcomes Peabody

Peabody arrived in the capital in 1837. He already had investments in the commercial City of London. The newly arrived American took offices in the city and became a formidable stockbroker. In a short period of time, he formed a partnership with a business associate J.S. Morgan and together they established the Morgan Stanley Bank, which is now a subsidiary of the Deutsche Banking Group. Although Peabody spent much of his time

engaged in financial activities, he had heard from a colleague that beyond the city lay a desolate place called the East End, where people were hungry and without shelter. Peabody's curiosity was motivated into action. Daily, he walked among the needy, making observations. Tormented faces of men, women and children with a sullen look of abandonment. He had witnessed such scenes in his home country and had committed himself to alleviate the suffering of the needy. Now in London, the same hardships were replicated. He had to do something for the poor of the East End.

The Peabody Trust

Peabody donated £500,000 for the construction of artisan blocks of flats for the labouring classes. He engaged with building agents and architects to achieve sound residences for the new occupiers.

The first development was built in 1864; the dwellings are still intact and are located at the junction of Folgate Street and Commercial Street. Peabody buildings were developed all across the capital, even in London's most salubrious areas, often hidden from view. It is claimed that 30,000 Londoners live in Peabody Trust Buildings. In the present-day some of the flats have been sold off and are in private hands. The Peabody Trust currently owns and manages 12,000 properties on 72 estates in the Inner London area.

Legacy

George Peabody became the first American to receive the Freedom of the City of London. Upon Peabody's death in 1869 the

stunned by the request of Peabody's executors. A few months later, the American's body was exhumed from his resting place and shipped back across the Atlantic to the US. Peabody was finely interned in his hometown Danvers, which was renamed Peabody. The next time you drive down Threadneedle Street, located behind the Royal Exchange is a large statue of a Victorian gentleman sitting in a chair. This is George Peabody, a truly remarkable man. **TAXI**

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

Taxi Charity Takes To The Skies

We spoke to Taxi Charity Treasurer, Simon Hawes, about a recent event at Biggin Hill.



WWII Veterans at a Taxi Charity event at Biggin Hill.

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TAXI Hi Simon, can you tell us about the special event?

Simon: We were delighted to host a day for WWII veterans at the Heritage Hangar, Biggin Hill, on 12th September.

TAXI What was the event in aid of?

Simon: It was one of a series we have been arranging to celebrate our 75th anniversary. We chose this venue as many of our guests had served in WWII. The Heritage Hangar at Biggin Hill is a Spitfire flight and restoration facility, dedicated to returning Supermarine Spitfires to the air and offers people the chance to fly in lovingly restored and maintained

two seat Spitfires. We knew that hearing the roar of the engines would evoke so many memories.

TAXI Do you know how many WWII veterans are still with us? Were you surprised by the turnout?

Simon: We were delighted that 19 veterans, and several veterans from other conflicts, joined us on the day. I think there are probably more WWII veterans left than we know about and only recently discovered a D-Day veteran that we had not met before.

TAXI So what did the day look like?

Simon: Cabs picked up the

veterans from across London and the south to arrive at the Heritage Hangar from 10.30am. The day gave them the opportunity to catch up with each other and enjoy a light buffet lunch and entertainment from the D-Day Darlings. We have had a long association with the amazing D-Day girls and some may remember when they appeared on Britain's Got Talent's semi and the final where we arranged for some of our wonderful veterans to join them on stage.

We also invited military artist Kirsty Chapman, who creates artwork from the fingerprints of veterans. I understand that each poppy fingerprint represents the unique and individual mark

each serviceman, servicewoman and veteran makes upon history, and that her inspiration came from her grandmother Anna. She used to work alongside Sir Archibald McIndoe at the Queen Victoria Hospital Burns Unit. In an amazing twist of fate, Sir Archibald McIndoe saved the foot of one of our guests, D-Day veteran Bill Gladden who was shot in Normandy.

We were also joined by two guests who have a real love of anything to do with WWII and two of their support team from the Diagrama Foundation's Supported Living Service in Bromley.

TAXI We understand there was a big surprise for one of the veterans?

For Anniversary Event



A group of Chelsea Pensioners.

Simon: Our Ambassador Johnny Gallagher very generously paid for the event and he arranged for a veteran to have the opportunity to fly in one of the Spitfires. These planes are not the easiest to get into, and we asked Korean veteran Mike Smith if he might like to take up the offer. He was over the moon and later told us that flying in a Spitfire was on his bucket list but that he had no idea how he would ever be able to tick that off. The Spitfires flew down to Beachy Head and we have seen some amazing pictures in the papers taken by press photographers who followed the Spitfires in a chase plane.

TAXI So, what's next on the agenda?

Simon: We are planning an autumn event at the Royal Hospital Chelsea as another way to celebrate the charity's 75th anniversary. As treasurer, it would be remiss of me not to mention that we are seeking funding so that we can take our veterans to Normandy and the Netherlands next year for the 80th commemorations. If you can help in any way, please do get in touch. **TAXI**



Simon Hawes, with veterans at the Biggin Hill event.



Taxi Charity Ambassador, Johnny Gallagher, at Biggin Hill.

About the Taxi Charity for Military Veterans

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

2023 is the charity's 75th anniversary, a remarkable milestone for a small, niche charity, peopled by enthusiastic volunteers. The charity received the Queen's Award for Voluntary Service in 2021, an award approved by Her Majesty Queen Elizabeth II and the equivalent of the MBE for charities.

To fund and facilitate their work, the charity is reliant on donations, grants and sponsorship and has launched a '75 for 75' fundraising campaign to raise £75,000 in its anniversary year. www.taxicharity.org

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TAXI is the membership magazine for the Licensed Taxi Drivers' Association (LTDA). It is circulated to 12,000 taxi drivers in London every fortnight.

The LTDA is the definitive voice of and for London cab drivers and is responsible for ensuring best practise in the trade, making sure its members' voices are heard and serving members with the back up and support they need.

Get in touch

To see your advertisement in the leading magazine for black cab drivers in London contact us today:

 Loren Wedderburn

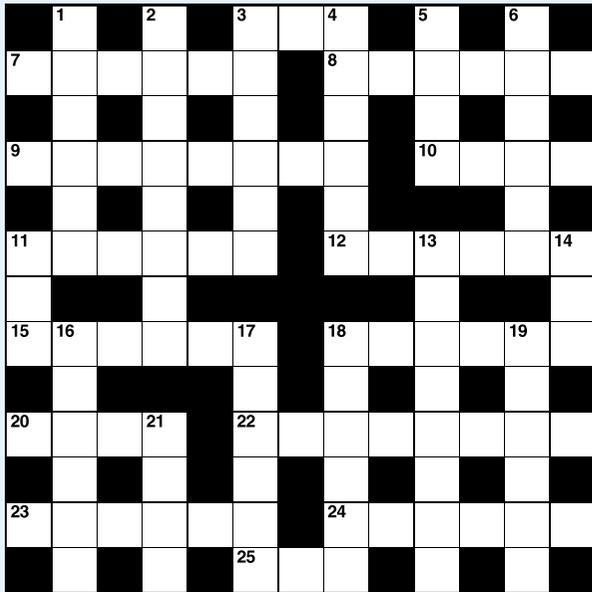
 loren.wedderburn@cplone.co.uk

 01727 739 184



Puzzler Page

Crossword



ACROSS

- 3 Of considerable size (3)
- 7 Rich cake (6)
- 8 Lamenting (6)
- 9 Shredded cabbage salad (8)
- 10 Debatable (point) (4)
- 11 Whole and unbroken (6)
- 12 Physical well-being (6)
- 15 Injured party (6)
- 18 Slight wave (6)
- 20 Take forcibly (4)
- 22 Abnormality (8)
- 23 Concerning skin (6)
- 24 Me, in person (6)
- 25 Drain the energy from (3)

DOWN

- 1 Large-toothed monkey (6)
- 2 To the point (8)
- 3 Fast projectile (6)
- 4 Proliferation (6)
- 5 Curly hairdo (4)
- 6 Remove a safety catch from (6)
- 11 UK media company (inits) (3)
- 13 Praise expressed by clapping (8)
- 14 Long-handled gardening tool (3)
- 16 Jaffa's country (6)
- 17 Military awards (6)
- 18 Makeover (6)
- 19 Scene of an event (6)
- 21 Military shell (4)

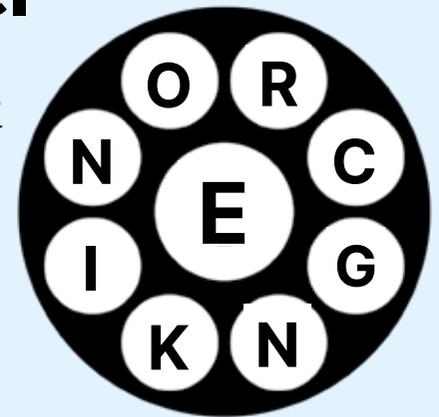
Sudoku

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.

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

	<			>		
			^			
			v			
4						
						^
	4					
	<			>		2

All answers to puzzler on p30

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We pay cash, collect and drive away.

John
07702 554934

CABS WANTED

● **All de-commissioned good quality TX4s wanted.** Instant decision, cash paid. We come to you. Also white TX4 elegance wanted 07973 335739

28 ● **We want your cab any condition** quick decision cash or bank transfer you decide, finance cleared if required - 07877093866

● **All cabs wanted any condition** plated or not cash same day collection service - Roy 07956293748

● **All cabs wanted. TX4, euro 4, 5 & 6 also TXE wanted** We come to you,

any condition, very quick decision. cash paid instantly. 07702 554934

● **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 554934

TX4, 12-13 reg Euro 5 cabs wanted, 1-2 years plate left required, best prices paid, we pay in cash instantly - 07889378639

CABS FOR SALE

● **LEVC TXE Vista Comfort plus** for sale, 2019 plate, 115,000 miles, 2

owners from new around £40,000 VGC please contact Sam - 07878717783

CABS FOR RENT

● **All vitos and TX4s for rent, full** back up, starting from £200 based in East London - 07872504604

● **Euro5&6 vitos for rent, full** backup, prices starting from £220 please call - 07956211478

● **TXEs, TX4s and vitos available** from £260 per week contact Sabri - 07958973944

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

Get in touch

 **Loren Wedderburn**

 **loren.wedderburn@cplone.co.uk**

 **01727 739 184**

LTDA CENTRAL BRANCH MEETING

The next LTDA Central Branch meeting will take place on Wednesday 18th October at 6.30pm.

The meeting will be held at St Luke's Church Hall, St Luke's Street, Chelsea.

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:





All Out At Sea

If only my cab had water wings so it could go from land to sea and back, I would never travel by ferry again.

A woman of words

Mr Meg's 102-year-old aunt lives in Ireland. When we went to visit her a couple of weeks ago, she was very surprised to see him. Not sure why, as he is almost half her age so it should have been the other way around. Nevertheless, she exclaimed, "I thought you were dead!"

After that warmest of welcomes, she just kept repeating the only phrase she can remember after 102 years, which turned out to be, "See you later, alligator!" The mind works in mysterious ways.

To get there this time, on the recommendation of friends, we took the Liverpool to Dublin ferry crossing. This involves eight hours of water on the overnight. It's a mostly freight, no-frills crossing.

As we checked in at the port, a woman at the kiosk gave us a dinner voucher and allocated us an overnight cabin. She was young and attractive which is, I think, why Mr Meg asked her, "So, is there a gym on board?" Trying to be all sexy, he thrust his arm out of the car window and showed her his elbow.

Mr Meg has never darkened the door of any gym, so I was flabbergasted by his question.

"A gym?" she cackled, and then pointed to the driver of a ten-ton truck ahead of us in the queue, "I think that fella said his name was Jim if you want to try him..."

Our ickle car

was parked on the open deck between two enormous lorries.

The stairs to get to the cabin were so steep we needed a pick and rope. But all we had were pillows from home, and a toothbrush.

Settled in our cabin, I said to Mr Meg, "Not too bad, is it?" referring to how rocky the ferry was when moving. I am a very pukey boat traveller and had dosed up on travel sickness tablets, was wearing my anti-nausea wristbands and placed a selection of sick bags within easy reach. Oh, how the universe laughed at me that night. Along came Storm

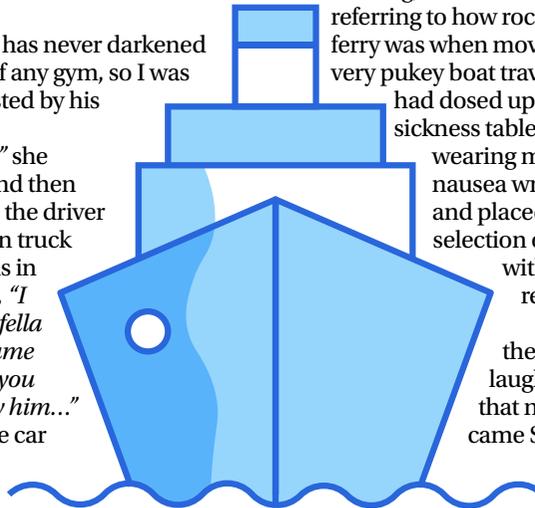
Christina. This rolled me side to side around my bed and at times, it felt like the ferry was clearing jumps in the Grand National. There were a few moments when I even felt like I was levitating.

At 4am, there was a ding dong call to breakfast, as the ferry would be docking at 5am. Just the word 'breakfast' was a trigger for another chuck up from me.

Mr Meg? He enjoyed a full English, chasing his plate around the table because the boat was lurching so much and returned to the cabin with egg yolk on his chin.

When we docked and were told to return to our vehicles, the rain was biblical. In just four minutes as we were getting back to the car, we got drenched down to our underwear, and the pillows we were carrying had to be wrung out. Our timbers were certainly shivered.

Boats, planes, trains? No thanks. Taxis are tops. **TAXI**



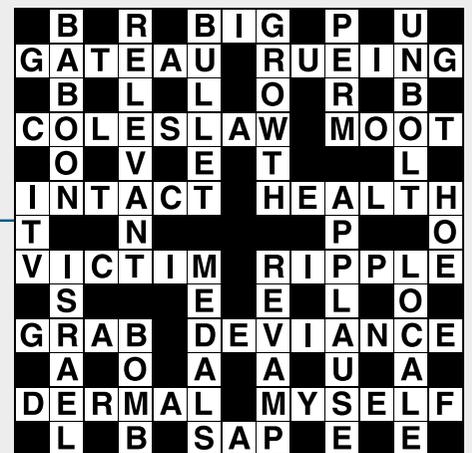
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- ◆ Computer Cab, Mitre Way, W12
- ◆ Coney Allen, Dunbridge Street, E1
- ◆ CP Beehive Service Station, Beehive Lane, Gants Hill
- ◆ Cricklewood Carriers, Cricklewood
- ◆ Dial A Cab, City Road, N1
- ◆ Edgware Station Rank
- ◆ Euston Station Rank
- ◆ G & L Taxis, Crayford Road, N7
- ◆ Globe Transmissions, Cudworth Street, E1
- ◆ The Ham, Brentford
- ◆ Heathrow Airport Canteen
- ◆ Hexagon Garage, Lukin Street, E1
- ◆ Jet Garage, Clipstone Street, W1
- ◆ Knowledge Centre, Caledonian Road
- ◆ KPM, Hemming Street, E1
- ◆ London City Airport Canteen
- ◆ LP Motors, Dunbridge Street, E2
- ◆ Martin Cordell, Thomas Road, E14
- ◆ Paddington Station Rank
- ◆ Putney Bridge Taxis, The Arches, Putney Bridge Station, SW6
- ◆ Richmond Road Taxi Centre, E8
- ◆ Safewise Supermarket, Harrow
- ◆ South Bank Service Station, Great Suffolk Street, SE1
- ◆ TAXI HOUSE, Great Suffolk Street, SE1
- ◆ Taxi & Private Hire, Blackfriars Rd, SE1
- ◆ Temple Place Shelter
- ◆ Turbo Accessories, Three Colts Lane, E2
- ◆ Ubiquitous Ltd, E1
- ◆ Waterloo Station
- ◆ Wimbledon Station Rank
- ◆ WizAnn Knowledge School, Watts Grove, E3

PUZZLER ANSWERS



Crossword



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Sudoku

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

Wordwheel

SOLUTION: RECKONING

All words: Cine, coke, cone, conger, conker, core, cringe, crone, eking, ergo, gecko, goer, gone, gore, ignore, inner, kerning, krone, neck, necking, neon, nice, nicer, nine, none, ogre, once, reckon, region, reign, rein, rice, RECKONING.

Word targets: Excellent: 29, Good: 24, Target: 18, Kids: 13

Futoshiki

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



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